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The Rare Ones



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1952 Leyland PS2 with extremely rare Roe 35 seat coachwork being the last half cabs built on Leyland chassis. Only six built of which two survive, and are both shown here at Heath Common in Wakefield earlier in 2016



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SUBSCRIPTIONS

12 issues of *Vintage Road Scene*
are published per annum
UK annual subscription price: £50.40
Europe annual subscription price: £63.99
USA annual subscription price: £63.99
Rest of World annual subscription price: £69.99
UK subscription and back issue orderline:
0333 043 9848

Overseas subscription orderline:
0044 (0) 1959 543 747

Toll free USA subscription orderline:
1-888-777-0275

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Customer service and subscription

postal address:
Vintage Roadscene Customer Service Team
Kelsey Publishing Ltd, Cudham Tithe Barn
Berry's Hill, Cudham, Kent, TN16 3AG, United
Kingdom
ISSN 0266-8947

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DISTRIBUTION

Seymour Distribution Ltd, 2 East Poultry Avenue,
London, EC1A 9PT
www.seymour.co.uk
Tel: 020 7429 4000

PRINTING

PCP Ltd, Telford, Shropshire. Tel: 020 7429 4000

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We're coming to the end of what has turned out to be a pretty good summer for most people. I hope everybody managed to get out in the good weather and see some nice old lorries somewhere. If not, we have lots of pictures of vehicles at rallies around the country, which will serve as a reminder of sunny days out for some and help to make up for missing the events for others.

I must apologise for not telling you that 'Trucking Live South East' has been postponed from September 10/11th to April 22/23rd next year – I only found out after we had gone to press. There is still 'Trucking Live Shropshire' at Oswestry Showground on September 24/25th and lorries at the 'Autumn Tractor World Show' at Newbury Showground on October 8/9th and the 'Classic Commercial Show' at Donington Park on Saturday, October 29th to look forward to, so there are plenty more opportunities to see preserved vehicles on display.

In this issue, there is an article from Malcolm Bates on some of the lesser-known types of lorry, the rarities which many of us have long forgotten. This offers a taste of what's to come in the next issue in the Road Haulage Archive series, 'The Rare Ones'. There are plenty of pictures, many not seen before – or at least for a long time – including some of the products of the small companies which attempted to take on 'the big boys' in those vehicle-starved early post-war years, but there are also some unusual versions of lorries from the better-known makers. In these days of standardisation, it's a wonder so many operators opted for such specialised one-offs. It seems there has always been someone who knows better – or at least thinks they do.

Talking of differences between now and then, some of the pictures of army lorries in our Scenes Past feature this month made me think. When I see the woeful inability to park a car by many drivers these days – if they can't just pull up somewhere near the kerb and walk away, they have to go round the block until they see a space big enough – looking at the pictures of a soldier 'parallel parking' a Bedford OYD or Thames ET6, no power steering, a heavy clutch, tiny mirrors, hanging out of the door to see the kerb, makes me think that some people just have it too easy. There's talk of making the driving test include more manoeuvres appropriate for driving on modern roads – including using a 'sat-nav' – whatever next?

Excuse me while I climb down off my hobby-horse. Those pictures of army lorries are just an example of the many interesting pictures of vehicles in days gone by, which we are finding in various archives. There are many more to come, often with an interesting story attached as well. So we can continue to have our regular dose of nostalgia to help keep us sane in these ever-



changing times.

Now, Malcolm Ranieri sent me the picture on this page, which he called 'Rough Parking'. I replied with the question: "What made him think there were bins to empty up there?" We know the vehicle, a 1970 Dennis, is the Jack Allen monument on the site of the factory where compactor bodies for refuse lorries were made, which is now the Aldridge Transport Museum, previously known as the Aston Manor Road Transport Museum, which aims to show vehicles with a West Midlands connection, and the dustcart shows the connection with the previous user of the building. But how about a 'Caption Competition'. Here's a picture crying out for your witty ideas. Why not send your thoughts to the editor at the address shown on the contents page, and we'll see if we can find something suitable as a prize for the best caption suggestion?

Meanwhile, enjoy this issue, and if there are any comment you would like to make on any of the subjects covered, we will be pleased to hear from you.

ON THE COVER...



One of a series of shots from the hedge 'Stilttime' Collection, apparently taken for Commercial Motor in 1941, showing a Royal Army Service Corps lorry drivers' trial, although it looks as if the vehicles were being compared as well, as there were several makes in evidence. Here a Thornycroft WZ/TC4 forward control 3 ton 'General Service' lorry is reversed into a 'garage' as part of the course, guided by the co-driver. (CHC aay861)

EARLY LAND ROVER FIRE ENGINES

Ron Henderson looks at the first types of small fire engine to be based on the ever-popular Land Rover.



Above: An early Rover-built L4P (Light four-wheeled drive) fire engine. Despite the diminutive size, the vehicle was amply-equipped to combat fires in their early stages. Suction hoses for drawing water from open water supplies, such as rivers and lakes, are coiled on the bonnet with equipment for operating from hydrants stowed on the front bumper.

The first Land Rover was introduced in 1948 and they became a familiar sight in the UK and in almost every other country. Britain's answer to the American Willys Overland Jeep, the first model, designed particularly with agricultural uses in mind, featured an 80 inch wheelbase and 1997 cc, four cylinder petrol engine, developing 52 bhp at 4,000 rpm. Drive was through a transfer gearbox, giving a choice of eight forward and two reverse ratios, operating in either two or four wheel drive, with options for the fitting of a variety of power take offs, for transmitting the power to various fixed and external machinery.

The design proved a winner from the start, and some 8,000 vehicles were sold in the first full year of production, quickly out-selling Rover's other cars by a factor of two to one. The versatility of the design opened the model to a huge range of markets other than farmers, such as the armed forces in particular, plus the



Above: A rear view showing the 150-220 gallons per minute pump, supplied by Pegson of Coalville. Hose was stowed in the bins above the rear wheels, although on some models the hinged lids were substituted by canvas covers.



Above: This example operated within the confines of Windsor Castle. It has the canvas-covered hose lockers and hard top, available at additional cost. This one still survives, in the United States of America.

emergency services.

Recognising the multi-purpose applications for which the Land Rover could be adapted, the Rover Company developed a prototype fire engine. This novel fire engine was the first post-war 'mini' fire engine and was to be the precursor of a whole range of Land Rover fire engines, based on a variety of wheelbases on four and six wheel chassis, marketed by several fire engineering and coach building companies.

However, it was Land Rover itself that came up with the idea of a small light fire engine with a power take off-driven pump. It was publicised as "highly mobile, self-contained, particularly useful for towns and villages with narrow streets, rural areas, forestry services, factories,

large estates and anywhere else where good ground clearance, speed and general hardiness were first essentials". Additional accessories such as foam-making equipment and hard top were obtainable at extra cost.

The original engine was later found to be somewhat underpowered and was replaced in 1952 by a more powerful two litre engine. Fire-fighting equipment consisted of a rear-mounted Pegson turbine pump, driven from a power take off and



Above: One of the Essex County Fire Brigade's Land Rover first response units, with bodywork and equipment constructed and fitted in the brigade's own workshops. One of these later passed into the London Fire Brigade fleet, upon the formation of Greater London Council in 1965.

Above right: The North Riding of Yorkshire also operated early Land Rovers, purchasing three in 1951, constructing the bodies in the brigade's workshops. They carried a small self-contained pump and hose reel. This one was stationed at Whitby, the others at Malton and Richmond.

capable of expelling water at a maximum rate of 210 gallons per minute, through two hose lines. A 120 ft length of rubber hose, coiled on a hose reel, was mounted above the pump, fed from an inboard forty gallon water tank, mounted above the rear axle.

Extra hose and other equipment was accommodated in canvas-covered steel lockers, fitted above each rear wheel arch and two lengths of reinforced suction hose were stored on the bonnet top, curled around the spare wheel. Available at a cost of £880, the first one was exhibited for the first time at the 1949 Geneva Motor Show in Switzerland.

Land Rover marketed the appliance as a complete package, rather than having the fire engineering and bodywork constructed by other firms, although this would change in the future. Many of them were sold to private industrial fire brigades where their small size and manoeuvrability and accommodation for three crew made them ideal first response units, which could get to work on a developing fire before conventional-sized fire engines turned up.

The Ministry of Works ordered several for government factories and laboratories. The first council fire authority to commission a

Land Rover fire engine was Essex Fire Brigade.

Obtaining a standard Land Rover in 1949, the authority decided to build its own fire engine in house at its Lexden Workshops, for use as a first turn out appliance.

Operating from the part-time Canvey Island fire station the utilisation of the Land Rover and its two man crew reduced the turnout time by as much as 50 per cent, being able to respond as soon as two men arrived at the station. This would be followed by a major appliance, when more on call firemen turned up.

During evaluation tests of the prototype with a representative from the Fire Protection & Fire Prevention Review magazine certain disadvantages of the design identified insufficient ground clearance, especially at the lowest point, the rear axle casing, plus the high cost at not much under £1,000 for the complete job. Other points not liked by the reviewer were the weak electrically-operated bell, absence of weather protection for the crew, insufficient room between steering wheel and seat, doors which might delay the turn-out (can you believe that?) high-gear steering, necessitating three complete turns from lock to lock, and ladder gallows and fittings which



Above: Derbyshire Fire Brigade liked its Land Rovers, of which 25 are lined up here. These were standard models, used for a variety of general duties, including fire-fighting, whereupon a trailer pump was hitched on the back.

rattled incessantly. These comments were directed towards the home-built Essex vehicle and not the Rover design, but it did not deter the brigade as they introduced several more in the ensuing years.

As well as the custom built fire engines, the versatile Land Rover was adopted by many fire brigades, as a general utility vehicle or senior officers' car and hundreds were built to the order of the Home Office as command cars for use by the Auxiliary Fire Service and Civil

Right: In 1957, the City of Bath Fire Brigade bought this comprehensively-equipped factory-built Land Rover light four wheel drive fire engine with built in pump (L4P). This one is another of the type that still survives.



Above: As well as the Armed Forces, the British Government ordered hundreds of Land Rovers for the Civil Defence agencies. Those assigned to the Auxiliary Fire Service and the Home Office Fire Service Training Centre at Moreton in Marsh were characterised by the flashing orange lights on the bonnet.

Defence Corps.

Although a very popular and useful vehicle, the early Land Rovers were criticised for having a small load space. This was addressed in 1954, when the 80 inch Land Rover was replaced with an 86 in wheelbase version, and later others based on 107 in and 109 in wheelbases. In 1958, the original Land Rover was updated with a new larger engine and improved body styling, known as the Series II. What had previously been known simply as the 'Land Rover' was thereafter known as the 'Series I Land Rover'.

Certainly, as far as the emergency services were concerned, not to mention all of the other operators, the Land Rover remained a classic and important adjunct, for those that required a multi-purpose vehicle with four wheel drive capabilities. Fortunately, dozens of them have survived into preservation, epitomising the golden days of Britain's motor manufacturers' inventiveness.



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'THE RARE ONES' PREVIEW

REMEMBERING 'OUR' COMMERCIALS THAT'S 'OUR' AS IN ONE-OFFS, UNUSUAL AND RARE

*What makes one old lorry more interesting than another? Is 'biggest best'? In which case why look any further than Scammell? Or is Atkinson – the iconic 'Guvnor's Motor' – the true 'Knight of the Road'? But what about 'specials' from the 'bread and butter' brands such as BMC, Bedford and Ford? Or the specialists that, if only for a few years, saw a gap in the market worth filling? As a taster to the latest volume in The Road Transport Archive, titled 'The Rare Ones', **Malcolm Bates** opens the floor for discussion...*

What got you started in forming an interest in what we really shouldn't be calling 'old lorries'? Was it the fact that they rolled past the front door of your childhood home? The roar of a Foden Two-Stroke? The immense size and, yes, 'the majesty' of a Crow Carrying Company Scammell 'Highwayman' artic tanker? Was it watching 'Hell Drivers' at the cinema (in which case, you don't still have the poster do you?), or more likely, on a 15-inch screen black and white telly at home?

Me? It was being woken up at the crack of dawn as Fred Sharp, the regular lorry driver at Xxit (GB) Limited, situated over our back fence, cranked his Thornycroft 'Sturdy Star' into life and set off for London Docks, Southampton, or – and this impressed me most – a two-day return trip to Liverpool Docks.

It was the excitement of being 'driver's mate' on such trips, when Fred was off sick



Above: Here we see Seddon's 'Sabrina' on test with the trade magazine 'Commercial Motor'. Note the warning that 'This vehicle is 8 ft 6 ins wide – this being at a time when most commercials on the roads of Britain would only be 7ft 6ins wide. It's the left hand drive 'Sirdar' six-wheeler, powered by a Cummins diesel, designed in 1959 for a gross combination weight of up to 80 tons – three times that of the next largest Seddon ever produced! The remaining question has to be why was it ever produced when several other manufacturers had greater experience in heavy truck production? The answer could have been lobbying from an over-enthusiastic overseas agent. In the end, only one was exported to Spain.

Left: Not exactly a 'Vintage Roadscene', but certainly a snapshot of how things use to be before 'Free Trade' and 'The Common Market' changed the British way of life forever. It's easy to forget that, even well into the 1950s, when this photograph of the Fylde Motor Company's stand at what looks like a County Agricultural Showground. Seddon was still quite a young brand. 'Vintage Showscene' might sum it up and the distinctly agricultural nature of these three Seddon models (Cattle, Frozen Food and Milk) tells us a couple of things; firstly that 'business' was still centered around agriculture in many counties of Britain and that agricultural shows were still very much business opportunities as much as social events. Would anyone buy a new Scania at a county show today? Unlikely. It also shows us that even small, specialist manufacturers (of which Seddon was one), still had ambitions to offer a full range from 35 cwt upwards.

or on holiday, and my dad took over as relief driver. The buzz of the petrol Autovac unit as the water temperature gauge went critical, before we'd even got to the steep bit of Wrotham Hill. The smell of the damp ropes coiled-up on the cab floor beneath my feet. The feeling of accomplishment as we pulled into 'The Jungle Cafe', 'Clearways' or 'Johnson's Cafe' at West Kingsdown, for a cuppa and Lyons Individual Fruit Pie on the way home.

Remember them? They used to be square – the same shape as the cardboard box. And whatever flavour you chose, they tasted of cardboard, too. Who would be interested in preserving memories of such 'old stuff', today? Might it be that, compared with today, the past really was more interesting?



Above: Here's a contrast - this was the smallest Seddon produced, the pretty, Perkins-powered 35 cwt model. Judging by the photographs in the archives, most were panel vans like this one, as with Trojan, but personnel carriers and chassis/cab models were also popular. Sadly, quite what the South Eastern gas Board used this standard sliding cab door van for isn't known, but 'Mr Them' looks happy on its rear flanks.

Right: And here's another 'rare' one, the Motor Panels cab base fitted to a Kew Dodge used in furniture removals, at a time when Dodge didn't offer a full forward control range.



Above: Here we see what many might consider an unlikely chassis specification for a tipper today - a normal control 5ton tipper with non-driven third axle conversion to increase payload to that of a 'heavy'. The clue is in the headboard – it's use was to deliver coal – or more likely coke. Kew Dodge always had a strong following in the tipper trade – the 'Parrot Nose' tippers for 'Hell Drivers' came from a real fleet – but this Airflow Streamlines cab makes for an unusual combination.

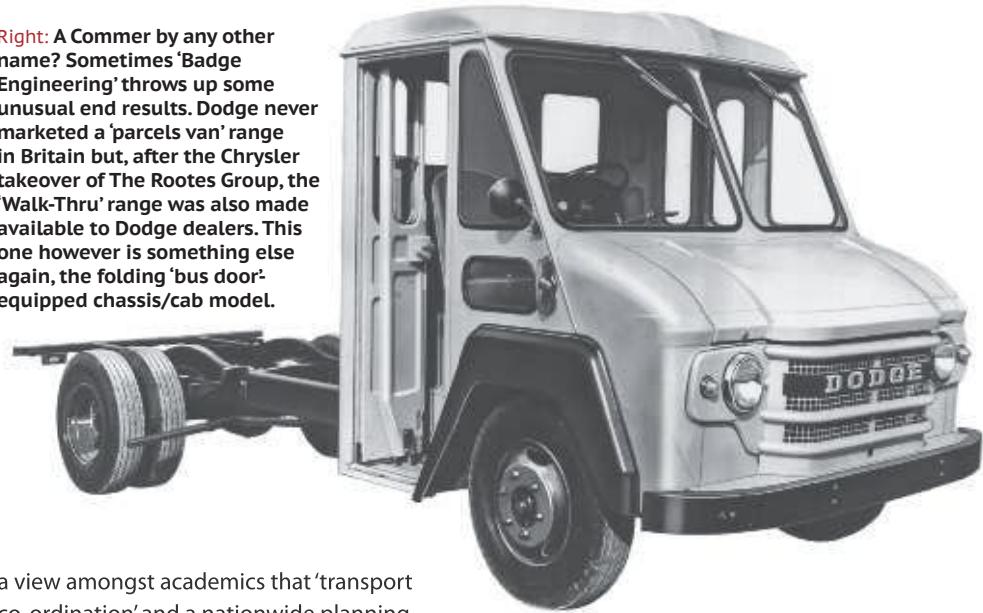
PRESERVING OUR HISTORY

There's an historic case to be made here. The past should be chronicled and recorded, so that others might more easily understand how we got from 'there' to where we are today. Take politics. Some say there's no place for politics in 'a hobby'. Really? Politics was central in dragging Britain into 'The Great War'. And while it resulted in tens and tens of thousands of young men being slaughtered for no real reason (Germany wasn't poised to invade Britain, was it?), the resulting advances in mechanical engineering and motor vehicle technology helped create a revolution in road transport by motor lorry once it was finally all over.

'Politics' was also central to the creation of British Road Services after the end of World War II. Once portrayed as being responsible for crushing the diversity to be found in 'private enterprise' fleets, today we tend to see BRS in a different light. It helped create order out of chaos. It created a backloads system still not bettered today. And in Bristol, it even created a new range of lorries to be, er, 'spotted' on our roads.

Back in the 1960s and '70s, there was still

Right: A Commer by any other name? Sometimes 'Badge Engineering' throws up some unusual end results. Dodge never marketed a 'parcels van' range in Britain but, after the Chrysler takeover of The Rootes Group, the 'Walk-Thru' range was also made available to Dodge dealers. This one however is something else again, the folding 'bus door'-equipped chassis/cab model.



a view amongst academics that 'transport co-ordination' and a nationwide planning strategy was the only way ahead. And a wonderful article in 'Look and Learn' magazine suggested a future with clearly state-owned double-bottom artics, working between purpose-built motorway-connected transport interchange hubs, where drivers could park-up, have a shower and an edible meal, before starting out early the next day, delivering British products for export.

Clearly 'in the future', no lorry driver would have to stay overnight in a flea-pit, or kip in the cab of his lorry parked-up in a litter-strewn lay-by smelling of urine. 60 ton double bottom rigs on British motorways, eh? That 'future' seen in 1968 didn't happen of course – and it may well never happen. Indeed, that 'future' is itself now 'history'. But how might all that 'history' be preserved?



Above: Before World War II, Jensen was a bodybuilder but, just before hostilities caused a shift in resources away from civilian applications, a couple of prototype lightweight commercial chassis were produced to meet the needs of The Reynolds Tubing Company. In the 'brave new post-war world', Jensen re-jigged the idea into a semi-integral framed truck aimed at getting a maximum payload with under 3 tons unladen weight. This example, which appears to have survived, features a standard platform body without the alloy side-skirts that were featured on many Jensens. The type also sold well as pantechnicon vans, but all became successful thanks to the availability of the Perkins P6 diesel. The whole radiator/engine and transmission could be removed in one unit on a wheeled trolley. Did the high value of aluminium cause most to be scrapped before they could be preserved?

THE ROAD WAY

26

1

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COMMERCIAL vehicles are often to break down, or break it, which means that the cost of repair is matched with a heavy fine era.

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An advertisement for Maudslay vehicles. At the top left is a red circle containing the number '3'. The top center features the text 'THE ROAD WAY' above a decorative border. Below this, the headline reads 'You get *More with MAUDSLAY'. The word 'MAUDSLAY' is enclosed in a stylized, arched banner. Below the banner, the text 'LOAD CARRYING & PASSENGER VEHICLES' is displayed. A large asterisk precedes the slogan '* More efficiency . . . reliability and mileage'. Two vintage Maudslay vehicles are shown: a light-colored van-like vehicle on the left and a larger, more robust passenger vehicle on the right. A small, shield-shaped Maudslay logo is positioned between the two vehicles.

- 1: How did the smaller specialist manufacturers gain a toehold on the market? This 1946 advert for Courtaulds Rayon Cords for tyres could provide a clue - AEC for example had a policy of leaving it up to the local distributor to organise the cab for a new AEC lorry – just as they did in the case of bus and coach operators. Look at this factory production line – not a lorry cab in sight!
 - 2: New Kid on the Block? Today we think of 'Seddon' as being a brand with tradition and a history. Not so; the 'Seddon Diesel' vehicle branding was ahead of the actual name of the original Oldham company, which was still referred to as 'Foster & Seddon' until well into the postwar era.
 - 3: The Maudslay company had an engineering design history many, many times older than AEC – back to the 1700s in fact. So how come the bus-building upstart from Southall, ended up taking over the Alcester manufacturer and then, within months, systematically started to dismember it, demoting 'Castle Maudslay' to a lorry axle component factory? The answer was almost certainly wrapped-up in the fact that AEC had 'had a good war' and equally, afterwards, the slogan 'Builder of London's Buses' must have come in useful in opening the door to new export business. After all, 'London Transport' was such a good example of urban transport, that many other cities copied the template. When Maudslay unveiled its brand new postwar range at the 1948 CV show, the ink on the brochures and trade press adverts had hardly had time to dry before they were obsolete and Maudslay became part of ACV'.

APRIL, 1946

THE ROAD WAY

279

Again - VULCAN
delivers the goods!

THE New 6 Wheeler
(Articulated 9 V-F-A)

- Petrol Engine Tractor Chassis, wheelbase 8ft. 6in.
- Body length 22ft. for 9-ton payloads.
- Correct load distribution on all axles.
- Practically any make of trailer can be supplied.

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Brougham	St. John's	Whitby	Hartlepool	Cardiff	Central Scotland
Clegg	Watford	Wetherby	Hull	Dunfermline	West Central Scotland
Conventional	Watson	Sunderland	Leeds	Paisley	West Central Scotland
Conventional	Westgate	Leeds	Reading	Perth	West Central Scotland
Corke (Semi)	Runcorn	Leicester	Worcester	Stirling	West Central Scotland
Randall	Warrington	London	Birmingham	Glasgow	West Central Scotland

JUNE, 1946

THE ROAD WAY

391

Good News!

It's here at last . . .

Vulcan Motors Ltd., are pleased to announce that they are now able to offer the well-known & V.F. for tipping work based on F.P. W.S. chassis.

**TILLING-STEVENS LIMITED
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HUDDERSFIELD 1357
Tel.:
ABBEY 6841

**VULCAN
TIPPER
PRECISION BUILT**

Just like Maudslay, Vulcan, as well as Tilling Stevens, found themselves as part of another larger group in which they didn't really fit – in this case that controlled by 'Local Kentish Boys-Made-Good'; the Rootes Group. Early 'QX' Commers were only originally offered with an 'underfloor' petrol engine but, by taking over Tillings, Rootes got hold of the 'TS3' two-stroke diesel engine, which quite possibly could have come from late-1930s development work on the 'Successor' advanced rear-engined coach chassis. In contrast, the post-war Vulcan range won orders for the conventional simplicity and ruggedness of the Perkins P6 but, while Rootes marketing people could have 'rebranded' Vulcan as a 'heavy range', with Commer in the medium weight range slot, they didn't. Equally, Karrier with a diverse image for both heavy trucks and passenger vehicles (including trolleybuses), was rebranded, to become the 'municipal' brand.

1: Like Maudslay, Thornycroft had a long and proud industrial heritage. But, like Maudslay, it too fell into the corporate clutches of AEC – albeit a decade later. Both brands tended to do well selling to certain ‘traditional’ customer bases – primarily in those industries that could afford to allow their transport managers to indulge in ‘quality wagons’, such as brewers, paper and chemicals manufacturers. And when the accountants found out that a diesel-powered Bedford might have been able to do the job for half the cost? The mid-1950s marked the point where previous ‘medium duty’ manufacturers upped their game and got ‘heavy’. From then on, the days of the specialist manufacturer were numbered.

2: The British product that helped spawn a dozen or more makes of lorry. It would be hard to overstate the importance of the updating and timely availability of the Perkins P6, P4 and to a lesser extent, the three cylinder P3 ‘high speed’ diesel engines from Peterborough. By the way, that’s ‘high speed’ in engine revolution terms, in contrast to the plodding throb of something like a Gardner – not the ‘high speed’ antics of the Dodge tippers in ‘Hell Drivers’, as that footage was ‘cranked’!

THE ROAD WAY

MAY, 1950

1

Introducing our new "TRIDENT" RANGE for gross loads of up to 12 tons.

FURTHER FEATURES—

- 4 cyl. direct injection 78 b.h.p. oil engine
- Progressive gearbox
- Body-removable cab
- Vacuum-servo-assisted hydraulic brakes
- Hypoid rear axle
- Progressive road springs

Write for descriptive booklet "J100, 2c."
TRANSPORT EQUIPMENT (THORNYCROFT) LTD.
Thornycroft House, South Sq., London, S.W.1.

THE ROAD WAY

2

Perkins Diesel Engine

CRAMMED FULL OF GOOD NEWS FOR THE DIESEL USER

- * Started his power requirement now Commercial Vehicles, Industrial Plant or Marine Craft
- * ... previous day's correspondence present copies of the "Perkins Diesel" book being distributed haphazardly in fact, they should be restricted to owners or prospective owners of Diesel Engines.
- * ... why not attach the slip at the foot of this page and post it early — some concessions for future issues are available.

Perkins Diesel Engine

Send name and address, vehicle, industry, for further particulars

To: H. PERKINS LTD., DEPT. ("G"), 71 LINCOLN RD., PETERBOROUGH.

Please send me a copy of "PERKINS NEWS" in each stage it is issued and whenever practicable.

Name of Principal _____
Name of Firm _____
Address _____
Whether interested in Tractor, Industrial or Marine Diesel Engines



Back in the 1960s, it was difficult to find a camera capable of photographing moving vehicles. And even harder to be able to afford the film. Even black and white film.

To enthusiasts like Chris Salaman, Arthur Ingram and Peter Davies, we owe a huge debt. Sadly, I just couldn't afford to photograph all the old lorries I saw in those early days. Even though pre-war motors were still to be seen in considerable numbers. At the same time, the large fleets still ran a wide range of makes and models that were no longer necessarily available new. Maudslay, Sentinel, Vulcan – the list goes on. But, by the mid-1960s, even lorries that had been part of my life, like Thornycroft, were becoming rarer. Xxit (GB)

Limited replaced it's old Thony with a new common-or-garden Commer. By the time I finally got a half-decent camera, it was too late. Fairgrounds were the only place to find old Maudslays, Albion HDs and elderly Fodens. Sadly, far too many were missed. If only we could turn back the clock eh? And see them when they were in their prime. Wouldn't that be great?

Left: Not the line-up outside a period ‘Greasy Spoon, but Peter Davies’ Maudslay ‘Meritor’ eight wheeler and friends photographed in glorious black and white by our Malcolm before he went ‘digital’.

Below: A press release photograph of a Sentinel ‘Trailer Model’ on test, showing those distinctive sliding cab doors. Seat belts? Don’t be ridiculous.





Left: A rare bird. This van-bodied Scammell rigid eight wheeled wasn't in itself rare, but this rather hazy black and white image is one of the very first shots taken by our Malcolm before he took up photography as a professional subject at Art College. It kind of shows, doesn't it?

Below: Here's one he got as a member of the 'Scammell Spotter's Club! Here is one of the special 8x6 Scammell snowplough gritter chassis supplied to 'The Ministry of Transport' to help keep Britain's new M1 Motorway clear. A Government department actually undertaking the work for which it was responsible? That is in itself 'historic.'

Well, now we can. Thanks to the acquisition of the Steve Stevens-Stratten archive, 'Vintage Roadscene' can help bring the past back-to-life in our Road Transport Archive publications. And just to show that I can write about more than just bin wagons, my latest effort, 'The Rare Ones', covers one-offs, the unusual, or rare commercial vehicles that fascinated me as a kid. And, to be honest, they still do. I hope you enjoy it.



Above: British commercial vehicles built for overseas service often throw-up some interesting, or unusual examples. This Scammell tractor unit is coupled to two identical 'Bottom Dump' semi-trailers, with the second resting on a twin-axle dolly convertor. How did it ever manage to leave Watford?



Above: Not all 'Transport History' is that old. These Leyland 'Landtrain' tractor units were working alongside older-style Fiats in Nigeria, when photographed by Pat Kennett of 'Truck' magazine.

EDITOR'S NOTE

In his own inimitable style, Malcolm raises several interesting points. Which makes and models of lorry are you interested in? Over which era? What are your related memories? Do you remember those square Lyons fruit pies? If so, we'd really love to hear from you. If for no other reason than it helps us tailor the content of Vintage Roadscene and the Road Transport Archive publications to match your interests.

But, while we all have an interest in 'the past', how on earth are we going to preserve those memories – and images – for future generations? We don't all have to agree, but shouldn't we at least be thinking about it and discussing it? Can we, as Malcolm has often suggested, draw inspiration from the steam railway, bus or vintage aircraft preservation movements? Again, we'd love to hear your thoughts on these more weighty issues as well.

Write or e-mail me at the addresses on page 3. And I hope you enjoy what we have lined-up for you too.



The Guy Wulfrunian in Service

Robin Hannay follows his article exploding the myth that the Wulfrunian was responsible for Guy's downfall, when it was the company's activities in South Africa which were at fault, with a look at how the perhaps too revolutionary new type of bus performed in action, with all its good and bad points.

Commercial Motor Road Test

In August 1960, the Commercial Motor published a road test of the 72 seat (H43/31F) Wulfrunian demonstrator. This was the first chassis built on the production line. It was appropriately registered 8072 DA and the next chassis was another demonstrator, having a Roe H45/33F, 78 seat body being registered 7800 DA. The tester were very complimentary about its modern specification and performance. He also dispelled another myth of a cramped cab for the driver. He remarked that, although the engine was 16 inches offset from the centre line of the chassis, it did not interfere with the driver, as the top of the bonnet was level with the base of the driver's seat.

The tester thought that operators should not be afraid of the advanced features and considered the chassis was very good value. He also commented on the fact that the dry weight stated on the legal lettering, 8 tons 6 cwt 2 qrs, was favourable against its competitors. In fact, pro-rata, it is lighter than present day 36 ft long double-deckers.

The bus was loaded with sandbags on each seat, to represent 79 passengers giving a total weight of 13.65 tons. Non-stop, it averaged 12.4 mpg, at an average speed of 27 mph. Simulating a town service with



Above: The demonstrator was road-tested by Commercial Motor, as seen here, loaded with sand bags to simulate passengers.

six stops per mile, the fuel consumption increased to 5.9 mpg, at an average speed of 17 mph. Two tons of sandbags were removed to give an idea of partly-laden working and with six stops per mile, 7.8 mpg was achieved, at an average speed of 17.4 mpg. With the load removed, the results were 15.7 mpg at 27.9 mph. These were regarded as very favourable. Starting from rest, 20 mph

was reached in 12.5 seconds and 30 mph in 30 seconds. When the brakes were applied at 20 mph, it took 31 feet 8 inches to stop and from 30 mph, the distance was 68 feet 6 inches. The turning circles were 63 feet on left lock and 58 feet on right lock.

The bus was re-loaded and taken over the normal Guy test route on the second day, which involved climbing Hermitage

Left: This was the first Wulfrunian chassis built on the Track, seen outside Earls Court. It was one of a pair of demonstrators with Roe bodies, both entering service in June 1960. This appropriately-registered bus had 72 seats and was withdrawn in May 1962! After languishing in Fallings Park, it was sold in 1966 to West Riding for spares. (Pictures from Robin Hannay Collection unless otherwise stated)

Right: The second demonstrator had a 78 seat body and had a longer life, being withdrawn in October 1964. It followed its sister to West Riding in May 1966. It is seen in Belfast whilst on loan to the Corporation. It was also loaned to CIE in Ireland before crossing the sea to come home. (Bill Montgomery)



Hill on the return from Bridgnorth. This is $\frac{3}{4}$ mile long, with an average gradient of 1 in 12 and a maximum gradient of 1 in 8. It was climbed in only 3 minutes 10 seconds, with bottom gear being engaged for 27 seconds, at a minimum road speed of 6 mph and no exhaust smoke was observed. They then turned round and did two fade tests, descending the hill in neutral and no evidence of fade was observed, despite the severity of the test. On the return, a stop and restart was made on the 1 in 8 section, with the handbrake holding the fully laden bus and a smooth, full throttle restart was made.

The Rear-entrance Wulfruniens

The standard Wulfrunian was offered as a 30 ft long, front-entrance model, with a wheelbase of 15 ft 4 ins but, for customers preferring rear-entrance bodywork, a 16 ft 4 ins wheelbase version was available, suitable for bodies between 28 and 30 ft long. The engine was mounted at the front

on the chassis and re-positioned closer to the nearside.

There were only two built to this specification. The customer was Accrington Corporation and they had 6LW engines and four-speed ZF synchromesh gearboxes. The 28 ft long bodies seated 66 passengers, 37 upstairs and 29 down.

Forward Entrance Wulfruniens

The third variation of the Wulfrunian was shown on the Guy Stand at the 1962 Commercial Motor Show. It had an 18 ft wheelbase with the front wheels moved forward. The engine was a Gardner 6LX and a four-speed semi-automatic gearbox was installed. The entrance to the 72 seat East Lancs body was behind the front wheels. Like the Accrington chassis, the engine was mounted centrally and the independent front suspension was strengthened. Its height did not stop the staircase being fitted on the offside. Another major change was

the fitment of cam-operated drum brakes with air/hydraulic assistance. The diameter of the drums was 16½ ins with 4½ ins wide liners on the front and 6½ ins wide on the rear, giving a total lining area of 593 sq ins, compared with 571 sq ins on the Arab Mk.V chassis. Independent greasers were fitted, but the number was reduced by the use of air suspension. Tyres were 11.00-20, 14 ply on the front and 9.00 - 20, 12 ply twins on the rear axle. The price quoted was £3,500, compared with £2,970 for an Arab Mk V with 6LW engine. Both chassis had four-speed semi-automatic transmission.

This was the only one of this type built and I feel that, if drum brakes had been standard with the option of discs, more Wulfrunian sales would have resulted. This bus entered service with Wolverhampton Corporation in December 1962 and had a body layout similar to the operator's standard buses on Arab Mk 4 and 5 chassis. When taken over by the West Midland PTE in 1969, it remained in service until May 1973, making it one of the longest-lived Wulfruniens.



Above: LEN 101 was exhibited at the 1960 Commercial Motor Show with a Roe-built Park Royal body, seating 73. It entered service in December 1960. Bury sold it after 3 years. It is seen in Cheddleton, Staffordshire, after withdrawal by Beresfords in 1971, having been run by this company for about a year. It was still in the colours of the previous owner, Wrights of Penycae near Wrexham, which ran it for 5½ years.

Wulfrunian Mk Is in service West Riding

The initial batch of Wulfruniens replaced AEC RT highbridge double-deckers operating on the old tram routes in Wakefield, which had a different fare structure and were painted red and cream. The passengers appreciated the ease of entry – a 10 inch step if the driver managed to get close to the kerb, or 15 ins off the road. The extra 19 seats were an asset at peak periods. The heating was another benefit in cold weather.

When the green buses entered service, passengers liked the central gangway in the upper deck, replacing the lowbridge arrangement with bench seats, and lower deck passengers did not have to be careful when getting up from the outer offside seat, which previously had the sunken gangway above. They also liked the improved ride given by the air suspension system.

However, things were different operationally. The first problem to arise was with fluid used in the braking system boiling when buses were on town routes. Girling, in conjunction with Lockheed, tried various fluids and finally the one used in Formula 1 racing cars provided the solution. Unlike when disc brakes were fitted to racing cars and aircraft where they had a good air flow round them, bus brakes were enclosed by the wheel arches and the assemblies could glow red. This also reduced the life of the pads with front discs having to be replaced at 5,000 mile intervals and the rear pads at 40,000. Adjustment to the braking balance reduced the difference, but life was much shorter than with conventional brake linings, as was the initial cost. This was £70 per set but later reduced with different manufacturing methods to nearer £39, which was still double the cost of a set of brake linings. On the credit side was the fact that a set of pads could be fitted in around an hour by the night maintenance staff, so the bus was available the following day, whereas a bus with normal drum brakes would be off the road for a day.

The Firestone Rolling Lobe air bags were prone to punctures, thanks to sharp objects thrown up from the road by the tyres. Modifications were done to strengthen these, including adding ribs which increased their life. West Riding also carried out their own investigations and found the air bags of



Right: WHL 978 was one of seven West Riding Wulfruniens that did not go directly for scrap when withdrawn. All came from a batch of eleven (WHL 970 - 80) which were withdrawn between April 1969 and February 1970. This bus was taken out of service in June 1969 and entered service with Norman of Cwmllynfell, Wales, in September 1969 and ran for this operator for eight months, before being scrapped. The longest any of the seven buses ran was for just over three years.

the Dunlop system used on some Leyland Atlantean chassis were simpler to replace and consequently quicker. They had a disadvantage in that the ride was harder.

One problem experienced with Cave-Browne-Cave heating systems, irrespective of the make of chassis or bodybuilder was water leaks. This was due to the length of pipework required to convey the cooling water from the engine to the two radiators mounted

at both sides of the front of the upper deck and back to the engine. There were 24 connections in the Roe body which needed constant checking.

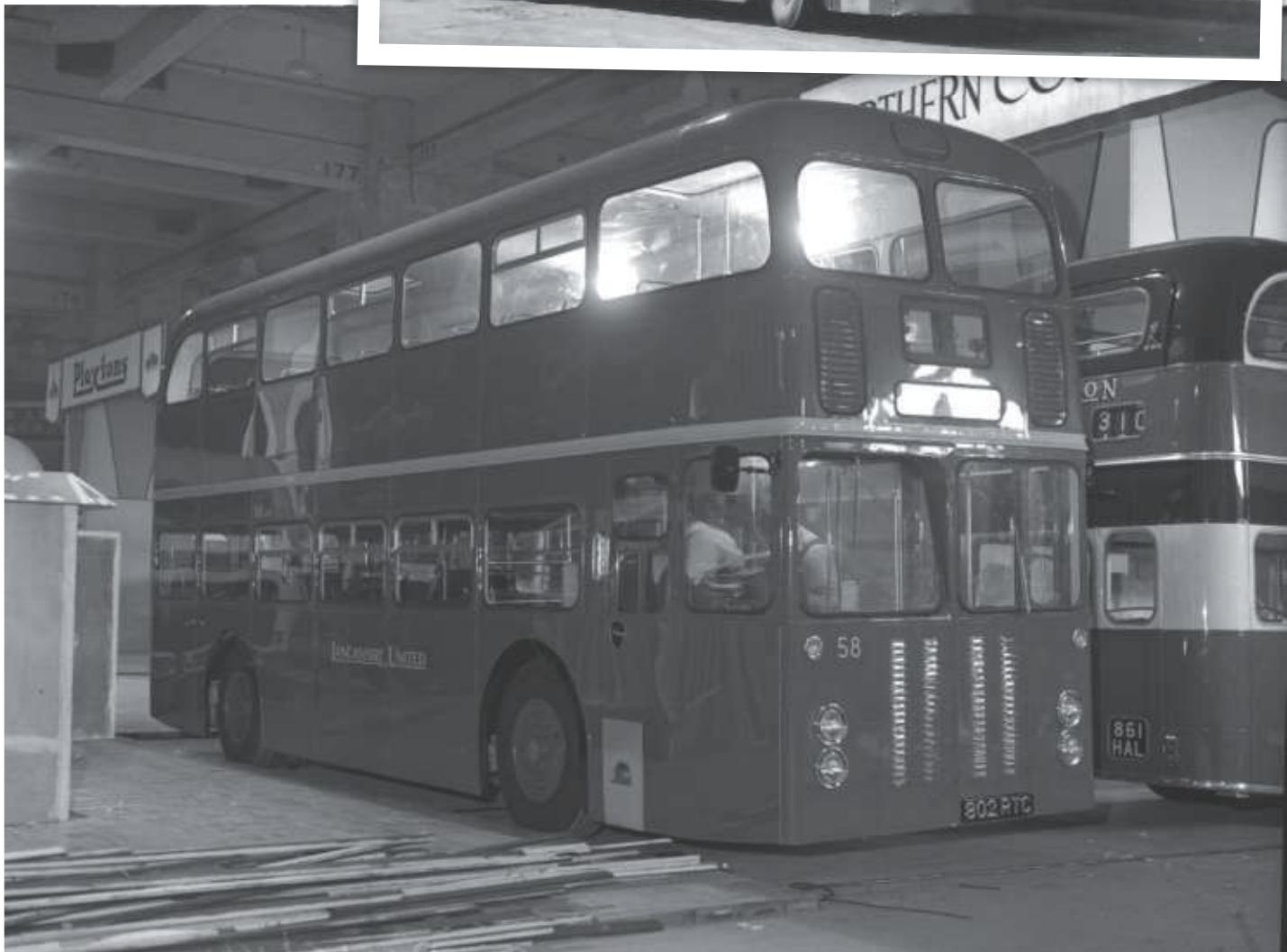
The short life of the front tyres was another major expense. Eventually this was increased to 38,000 miles, but only by removing the casings from the wheels and turning them round periodically.

The low ground clearance of the gearbox



Above: OHL 863 was the prototype Wulfrunian and had a more decorative front panel than the production buses. Entering service in December 1959 in the red and cream 'Tram replacement livery' it gave 9 years 5 months service.

Right and below: 802 RTC was an exhibit on Northern Counties stand at the 1960 Commercial Motor Show. It entered service with Lancashire United in December 1960, but was sold to West Riding after 14 months service, with two more that were on order cancelled. After modifying the destination and repainting in the normal West Riding green and cream livery, it ran until withdrawn in January 1968 and went for scrap.



and the poor roads over much of West Riding's territory. Although sited close to the rear axle, grounding occurred from time to time and pipes to an oil filter were broken causing a loss of oil and internal damage.

A more serious problem was the cracking of the king pin posts, which were the main casting to which the components for front suspension were attached. Some buses were returned to Fallings Park for attention. Others were welded at the depots, until a strengthened casting became available. This involved many man-hours to fit.

When the buses came to be prepared for re-certification at the end of their original Certificate of Fitness (seven years), much

more time was needed and expense was needed than with the Roe-bodied lowbridge Guy Arab Mk 4s. Contrary to the original thoughts that the air suspension would reduce shocks transmitted to the body, more repairs were found to be needed. As a result, only 30 of West Riding's 131 Wulfrunians were re-certified and on some of those the minimum amount of work was done to gain a short renewal.

Mk 2 Version

The last 25 chassis built had a number of alterations made in the light of failures experienced with previous chassis. You would expect this Mk 2 version to be better than

the original, but it was not the case. Entering service between January and April 1965, eight were withdrawn before they were five years old! When the last five were withdrawn in January 1972, only one was seven years old.

The steering linkage components were strengthened as were those in the front suspension. One of the modifications involved replacing Metalastic bushes which were bonded to a hard rubber outer shell with plain ones. This resulted in shocks, previously absorbed by the rubber, being directly transmitted to the chassis frame causing cracking. The new king pin posts were also affected and fractured.

Right: XBX 350 was bought by West Wales Motorways and bodied by East Lancs Coachbuilders seating 75 passengers. New in March 1961, it was sold to West Riding in June 1962. No doubt Guy Motors (Europe) Ltd gave West Wales some financial compensation. It gave almost seven years service before going for scrap.

The un-equal length wishbones were strengthened, but failures still occurred with them breaking in half and the wheels folding flat on the road! A more serious problem arose with the stub axles fracturing and the wheels falling off. The Ministry of Transport was involved and metallurgical tests showed the maximum life was only expected to be 120,000 miles or two years in normal operation. A new casting was made, using different material, which doubled the life. Weight tests were carried out with loaded buses and the Ministry specified that eight seats be removed from the front of the upper deck, to reduce the load on the front wheels by about 15 cwt.

This was carried out at the beginning of 1968 involving all remaining Wulfruniens. West Riding sold out to the National Bus Company effective from 1st January 1968. In the following year a decision was made to replace the remaining Wulfruniens with Bristol Lodekkas from other NBC fleets and that was achieved by early 1972. An exception was the purchase of five Dennis Loline Mk 3s, with Gardner 6LX engines and five-speed, overdrive semi-automatic gearboxes. These were only three years old and came from the Halifax Corporation fleet. They were well-appointed, fast buses, bought



for a contract to convey workers to a new factory, the need for which ended when the contract had ended.

Apart from the seven buses sold, all the others went for scrap. However, some of the 6LX engines were retained and after overhaul, 25 were fitted in new Fleetline chassis.

Lancashire United Transport

This Wulfrunian was exhibited on the Northern Counties Stand at Earls Court alongside my pride and joy – the lowest double-decker in the UK, which I sold to Barton Transport. This was a Dennis Loline 3 with a lowbridge body. The Wulfrunian was one of three ordered, but the other two were replaced by Arab Mk 4s. It entered service in December 1960 and was sold in February 1962 to West Riding, which altered the destination layout to its standard before putting it into service. It was withdrawn in January 1968.

Bury Corporation

This bus was exhibited at Earls Court and entered service in December 1960. It was withdrawn when three years old and sold at about half its original purchase price, because of the problems and cost of operation. Bought by a small Welsh operator, Howell and Withers, in December 1963, it was sold again in August 1964, to Wrights of Penycae near Wrexham. This company ran it until February 1970, when Beresfords of Cheddleton, Staffordshire acquired it and used it for about a year. It was still owned and sat at the Hyde Road Depot of Manchester Corporation for several years, until it was hit by another bus and eventually scrapped.

West Wales

This small independent operator in Wales had a smart fleet of Guy buses that included lowbridge double-deckers. To offer customers greater comfort, the company invested in a Wulfrunian and had a 75 seat body built by East Lancs. It entered service in March 1961, but because of troubles experienced, was sold to West Riding in June 1963. When withdrawn in May 1969, it was one of the few that had been re-certified, possibly implying that the East Lancs body needed less doing to it than another bus with a Roe body.

County Motors (Lepton) Ltd

This company's two Wulfruniens were built to West Riding specification and entered service in September 1961. They returned to Fallings Park about nine months later, for modifications to their front suspension systems. I had the chance of taking one for a 10 mile drive after it had been modified. I was impressed by the general handling and stability. They were purchased by West Riding in May 1963 and one was withdrawn in January 1970, while the other lasted until March 1972 and was the last Wulfrunian in West Riding service. It then was bought by the West Riding Wulfrunian Preservation Society and is still in good order 34 years later.



Above: Accrington Corporation's livery uses the colours of the Lancashire Regiment, to commemorate the 'Pals' who were killed during World War I. This operator bought the only two rear-entrance Wulfruniens built. New in 1961, the East Lancs bodies were 28 ft long and seated 66 passengers. (G Pickard)



Above: The final variation of the Wulfrunian was much less troublesome. Bought by Wolverhampton Corporation, it had a forward-entrance 72 seat East Lancs body and drum brakes. New in December 1962, it was withdrawn by West Midlands PTE in 1973. (Mike Fenton)

Accrington Corporation

This operator found the mechanical units very reliable, apart from the front suspension, which gave a lot of trouble with puncturing of the air bags. High wear on the front tyres, leading to a need to replace them initially after 20,000 miles, was improved by adjustments to the track. Front disc pads needed replacement at 15,000 mile intervals, while the replacement time was quick, wear on the discs themselves meant they needed skimming frequently.

Drivers complained of heavy steering and this may have been partly thanks to high front end load, but the major cause was the PTFE bushes used in the king pins. These were supposed not to need lubrication but Accrington engineers found that regularly dosing them with diesel oil improved things. Other operators must have had this problem, but it was not mentioned to me when I contacted them in 1978. The

heat built up with frequent applications of the brakes caused a pressure built up in the operating fluid resulting in seals blowing. The Accrington management was, however, happy with the life of the rear pads and discs.

As the buses got older, they spent more time in the depot and a decision was made to sell them before they needed recertification. They had entered service in September and October 1961 and were taken out of service in January 1968. Bought by Ronsway Coaches of Hemel Hempstead in February 1968, they were sold in August and September, possibly after losing a school contract. One ended up with Byley Coaches near Middlewich in Cheshire in October 1969, with which it ran happily on

school contracts until February 1972, when Cheshire Education Committee decided all double deckers had to have doors. It went to Martin, a dealer from nearby Weaverham, for scrap. The other had three other operators before going for scrap in July 1971.

Wolverhampton Corporation

These two buses had relatively long lives. The first was a standard Mk1, which entered service in February 1961 and was re-certified, but withdrawn in January 1970 two months after the Corporation was taken over by the West Midlands PTE. It suffered from many of the problems encountered by West Riding but

attract a lot of orders and rushed it into production without adequate testing. The prototype had only three or four weeks for testing, before going to be bodied for the Scottish Motor Show in November 1959. Previously Guy had tested prototypes at the Motor Industry Research Association test track at Lindley near Nuneaton, Warwickshire. If the company had taken one of the demonstrators there and run it over the Belgium pavé section, the failures of the front suspension and chassis cracking would have shown up and could have been modified before many chassis had been built.

The problems with the disc brakes and the Air-Pak operating system would also have been encountered and resolved sooner. I gather there was some reluctance by Girling for the use of disc brakes on a double-decker. Their system worked well on Midland Red single deckers with a gross weight of 10 tons but a double decker was 40% heavier and the disc and pad sizes

could not be increased adequately to cater for the extra weight. Midland Red's D9 double-decker initially had disc brakes fitted on both axles, but soon had the front ones replaced by drum brakes.

The Wulfrunian was designed to give bus passengers a more comfortable ride and environment than existing buses and reduce maintenance, as well as giving the driver a pleasant vehicle to drive. Unfortunately lack of development made it fall short of these ideals.

However, if manufacturers did not try out new features, progress would not be made. It was to be another quarter of a century before other manufacturers began to equal Guys' pioneering attempts.

THE FORWARD ENTRANCE WULFRUNIAN WAS FAR LESS TROUBLE, HAVING DRUM BRAKES AND A DIFFERENT POSITION FOR THE INDEPENDENT FRONT SUSPENSION, WHICH ENABLED STRONGER MOUNTINGS

did not have the seat reduction.

The forward entrance Wulfrunian was far less trouble, having drum brakes and a different position for the independent front suspension, which enabled stronger mountings. Entering service in December 1962 and re-certified just before the PTE take-over. However, it was withdrawn by the PTE in May 1973, during the removal of non-standard buses from the fleet.

Conclusions

The Wulfrunian failed because of the poor financial state of the Guy company when it was designed. The directors believed that with its world-beating specification, it would

THE FASCINATING HISTORY OF THE SNOW TRAC - PART 2

THE TALE OF TWO SNOW TRACS

You may have read the first part of the history of the Swedish manufactured Snow Trac vehicle in the August issue of *Vintage Roadscene*. Here in part two, **Norman Chapman** tells more about two Snow Tracs which were operated by the company he used to work for.

Number One

From 1978, I worked as vehicle fitter for the North Eastern Electricity Board (NEEB) at Gateshead. The board operated a few Snow Trac ST4 vehicles in different locations within the company's operational area.

Back in 1972, the very first Snow Trac was purchased by the Transport Department at a cost of around £2,000. This in itself was unusual, because until then the board had only bought British-manufactured vehicles. The first ST4, registration number CPT 606L would be operated from the depot at Penshaw, Co Durham.

The board had a strict health and safety approach to all equipment it purchased and this vehicle would be no different. The Transport Manager had to give assurances to the safety department that no driver of the new vehicle would be put at risk while carrying out his daily duties. The Snow Trac



Above: The 'new-fangled' vehicle commissioned and ready for work in 1972.

was bought to be used in remote rural areas in the role of maintaining the Overhead Line Network (OHL).

It was decided that the vehicle would be fitted with a roll cage which would be strong enough to also carry various pieces of OHL equipment and, in particular, a linesman's ladder. Such equipment was not available as an accessory from the manufacturer. After long deliberation it was decided to use aluminium scaffolding poles for the roll cage/ladder rack. With the use of proper angled pole joints the frame would be easy to assemble. When complete and fitted to the Snow Trac, the frame 'legs' were bolted at two points on both of the side panels just below the side windows. The front 'legs' of the frame were fixed to a length of angle bar at the front of the vehicle. The Joinery department at the depot made two wooden storage boxes. These were fitted to both sides at the rear and were used to carry conductors, nuts and bolts and small tools associated with OHL work.

After completion, and when the vehicle had been used in the field, word got around

the company that the vehicle was a good performer. This meant that other OHL departments within the different regions of the company wanted a Snow Trac of their own. At this time, a dealership in Scotland had been set up, which imported Snow Tracs from Sweden. Alexander MacLarty of Crieff, Perthshire was the UK dealer for the vehicle which, by their very existence, made it easy to buy additional vehicles and spare parts.

Fast forward to 1987 when some new Snow Tracs were bought by the company. If you remember from part 1, the Snow Trac had ceased production in 1981 and this is 1987. It is thought that a number of vehicles had been stockpiled at the dealership in Scotland.

Snow Trac Number Two

Snow Trac registration number E526 ETN was to replace an older ST4 which had been operated from the NEEB depot at Hexham, Northumberland. The aforementioned Transport Manager was now based at the South Tyne Headquarters at Gateshead. Hexham was a small but vital satellite depot,



Above: Transport Manager Ray Eland standing beside the first Snow Trac bought by the North East Electricity Board in 1972.

serving the west of Northumberland. I was given the job of preparing the vehicle for its working life. The Transport Manager told me of the work done to CPT 606L and wanted the same carried out on the new vehicle.

I asked him why scaffolding tubes had been used as a roll over cage. He told me that on no account were these to be used again, because they worked out to be very expensive on the Penshaw vehicle. "Anyway," he told me, "you can make a frame out of steel because you are a good welder, the garage staff who commissioned the first Snow Trac were not that good at welding".

The main frame was made from 3 inch square tube, with lengths of 3 in angle for the front part of the ladder racks. The frame was made away from the vehicle in the next garage bay with all of the butt joints electric stick welded. U-brackets were also welded into place for the ladder straps which were MOD-spec, made of all weather canvas with brass buckles. When complete, a couple of coats of black Hammerite paint were applied, then the frame was lifted onto the vehicle and bolted into place.

Other work carried out was the fitting of two directional searchlights, a warning beacon, a Pye Westminster two way radio and fleet numbers & company logos. Instead of wooden boxes being made, some wood flooring was fitted to the top of the track covers for storage. There was an addition bonus with this vehicle. Gone was the old inefficient VW Beetle type of heating system. This particular Snow Trac was fitted with an independent Eberspacher fuel-burning heater.



Above: View of the first vehicle with high tow hitch and modified cut-away rear door.



Above: E526 ETN was one of the last Snow Tracs bought by NEEB in 1987.



Above: Later vehicle with the better designed King Lo-Lode twin axle trailer.

All of the early ST4s had their own trailer so they could be transported from the operating depot to their place of work. While in the field the trailer could be hitched to the vehicle and OHL equipment, such as ironwork and pole transformers could be

carried. The early trailer design was a single-axle flatbed type, sitting on Land Rover 750 x 16 size tyres. Because of this, the trailer's 50 mm tow hitch had to be fitted high on the rear of the vehicle. As a consequence, the rear door was cut away at the bottom to



Above: Front view showing the 1987 vehicle with a different front grille and bonnet.

accommodate the high hitch.

This, as you can well imagine was poor engineering practice and dangerous. Some linesmen had been injured exiting the vehicle, by tripping or getting their overall leg caught on the hitch. The new Snow Trac's trailer was a King 'Lo-Lode' and of much better design with twin axles and smaller wheels.

The tow ball position on the new vehicle was at the lowest point possible eliminating the earlier 'modification' to the door. Nevertheless, the old chestnut of entering and exiting the vehicle safely was still a problem, though not as bad as before. The best way to eliminate the risk to the driver was to fabricate something to cover the tow ball. It had to be flexible enough to allow the trailer to be hitched onto the tow ball.

A solution was found using part of a rubber mud flap. This was cut into the shape of a large solid U. Two short lengths of metal tread strip were riveted cross-ways to the top for boot grip and the flap was bolted to the vehicle on an angle bracket. When the driver exited the vehicle, the risk of his overall/trouser leg being caught on the tow ball was eliminated.

This Snow Trac, as mentioned previously, was thought to be assembled in Scotland. If you look closely at the front grille and bonnet of the vehicle, it is different from all of the other ST4s.

I think there were only a small number of these 'Scottish Specials' made and the Board



Above: Snow Trac parked up on its trailer in the depot waiting for the white stuff to come. Not really, it was also used in Spring, Summer and Autumn, albeit seldom.

bought a few. Around 1990, the Scottish dealer, Alex MacLarty was changed to J C R Young, which operated from the same premises in Crieff. I would like to know, if anyone can fill in the missing history of the latter years.

E526 ETN gave good service with the NEEB company, however it wasn't used that extensively. The vehicle would be parked for months

on end in the depot yard on its trailer.

Hexham and the vast operational area around never experienced the same level of snowfall as in the darkest depths of Sweden. However, this part of Northumberland did have its moments with severe weather. When the white stuff came, along with ice, it would devastate the OHL network. In circumstances like this, the Snow Trac was ready to go. However, generally speaking, most OHL fault jobs the vehicle went out to were in boggy farmers fields, in the summer.

The Snow Trac was sold off at auction around 1997.

If you have been involved in any way with Snow Trac vehicles, then I would love to hear from you through the editor.



Above: Snow Trac bought around the same time as E526 ETN by NEEB is E525 ETN, which was recently offered on the second/third hand market. **Above circled:** Speedometer with mileometer reading low number of just 151 kms, showing very little ground had been covered.

Footnote

The green Snow Trac appeared on a well known internet auction site some time ago. It turns out to be an ex-NEEB vehicle which must have been bought at around the same time as E526 ETN. I am not sure which Board region it was used in, because all vehicles were registered from Board HQ in Newcastle upon Tyne.

E525 ETN still has the NEEB orange interior and to demonstrate that Board Snow Tracs did very little work, the speedo reads 151 kilometres.

Panes of Upton on Severn pressed this Commer Q4 into service as a breakdown truck, as part of a fleet of ex-military trucks operated by the company. The vehicle is seen here at the Welland Steam Rally, which it regularly attends.



Upcycling Part 4

- MORE TYPES OF BRITISH-BUILT VEHICLES

Ian Young takes a look at some British-built ex-military trucks that have found a new life on 'Civvy Street'.

This month I am concentrating on British military vehicles from makers not considered before in this series, and have gathered together pictures of a selection of both wartime and post-war trucks. Ex-military vehicles have always proven popular with private owners, especially those operating a business, such as a garage or transport company requiring recovery services.

Given the type of life these vehicles are expected to lead, military vehicles are generally designed and constructed to a very high standard and therefore tend to be rugged, which makes them ideal for business use. Obviously there have been a few 'pups' along the way, and some of the vehicles released onto the open market have been thrashed within an inch of their lives but, on the whole,



Above: Photographed some years ago at Kemble Airfield during a steam rally, this Thornycroft Big Ben tractor unit retains some of its military features, such as the tow hitch on the bumper and the military AFV pattern headlights below, but has been converted to diesel power.

there have been some real bargains to be had by those who know what they're looking for.

However, one of the first things to be changed by new civilian owners, especially on wartime and early post-war vehicles, has often been the engine. During the war and into the 1950s and '60s, the majority of British military vehicles were petrol-powered and, while the Army may have had the necessary resources to fuel these thirsty vehicles, many private owners didn't, and as a result many engines were swapped for more frugal diesel units instead.

Despite these modifications many ex-British military vehicles continue to be enjoyed by enthusiasts today and even now ex-military trucks and vehicles are finding their way onto the market, which no doubt will become the classics of the future.



Above: The Austin K9 military truck was initially built for the army but, from 1953 to 1955, it was also offered for civilian use. I believe the truck was identical to the military variant, but it didn't have a hatch in the cab roof. The K9 has been more popular with travellers and civilian users than military enthusiasts and you rarely see them at military shows these days.



1: This 1915 Albion A10 was one of 5,560 purchased by the War Department during World War I. It was returned to civilian life in 1918, and is seen here at Welland Steam Rally. It is one of only three of the type known to survive in working order in the world.

2: Another Bedford, this time a Bedford OXC tractor unit. The OX was essentially a shortened variant of the wartime OY truck and the OXC was designed in conjunction with Scammell as a tractor unit. This particular vehicle has been attending the Welland show for a few years, and each year a little more has been done on the restoration, hence the mixed colour scheme.

3: 'Big Bertha' is a Leyland Martian recovery truck and by the time it had been retired from both the military and the private recovery firm for which it had been working it was getting a little 'tired' to say the least. Last year it was sold off during a tender sale in Melksham in Wiltshire and, who knows, it could be restored and have an even longer life!

4: Another Leyland Martian recovery truck, this time still very much in business and photographed during the Town & Country Show held at the Royal Agricultural Showground just outside Coventry.



Above: The Austin Champ was built in fairly large numbers and, despite a supposedly chequered military career that saw it replaced by the Land Rover, it is well liked by enthusiasts and has a vibrant owners club. This bright yellow example is typical of the modifications made to the Champ in private hands.

Right: The six-wheel layout probably gives away the identity of this purpose-built off-roader as being a product of Alvis but, unless you know your onions, you'd be hard pressed to tell that it was originally an Alvis Salamander runway crash tender!



Left: I guess that technically this isn't actually an ex-military vehicle, being designed as a civilian replacement for the Austin Champ and a rival to the then new Land Rover, but the Austin Gipsy was widely used by the Auxiliary Fire Service and other agencies, and it's since been adopted by enthusiasts as a close cousin to military vehicles. This example was taking part in the London to Brighton historic commercial vehicle run a couple of years back.

Ford & Slater - Another Batch

Ray Newcomb and **Derek Sykes** have come up with another batch of pictures of vehicles supplied by Ford & Slater, plus some interesting bodybuilders' pictures.



Above: An unregistered forward control Leyland Comet with dropside body, supplied by Ford & Slater in the late 1950s to seed and grain merchants Wherry & Sons, of Bourne, Lincolnshire, still trading and specialising in pulses – lentils, peas and beans – although they are not transported in the sacks which would have been loaded on this dropside. The livery is believed to have been dark blue and orange.

We featured a number of pictures of vehicles supplied by Ford & Slater, which came from Ray Newcomb and Colin Chesterman, in a couple of issues last year, which went down well with many readers. They showed lorries sold to a range of local companies by the dealer's Grimsby and Leicester branches 50-odd years ago, and we return to Grimsby again this time.

Ford & Slater was founded in 1928 and grew to have a network of branches across the East of England, and still is one of the largest DAF dealership groups in the UK. The company was first based in Leicester, with premises in Gwendolen Road, off East Park Road in the city, before moving to Narborough Road, close to Junction 21 of the M1 motorway in the late 1960s.

The company was first a main agent for Vulcan lorries, as well as Perkins Engines, with many petrol-engined lorries being converted to diesel power during the 1950s and '60s. When Vulcan was taken over by the Rootes



Right: A diesel-powered later-style Bedford S Type, PFW 994 (Lindsey, Lincolnshire, early 1958) with a livestock body, supplied to Reginald Hill, a cattle farmer of Epworth, Doncaster. The customer was also a timber merchant and joinery manufacturer in Scunthorpe, so did it manufacture its own bodywork?

Right: An Albion Reiver six-wheeled platform lorry, fitted with the LAD cab, supplied to G R Lea, a haulage contractor, based in Messingham, to the south of Scunthorpe. As usual, it was photographed with Ford & Slater's Grimsby premises in the background.

Below: Going back a few years, this Leyland Comet 90 with platform body, MBE 967 (Lindsey, Lincolnshire, 1955), was supplied to T Fletcher, a produce merchant, of Garthorpe, Scunthorpe, another vehicle smartly liveried, lettered and lined-out.



Group, Ford & Slater was appointed as an agency for Leyland and Albion. The company went on to supply both Leyland Group and Vauxhall/Bedford products to many fleets, large and small.

Ford & Slater is still one of the largest DAF Trucks dealership groups in the UK. The company operates from 12 dealerships, strategically located across the East Midlands and East Anglia.

To this day, many vehicle dealers have photographs taken of new vehicles, which go to the new owners and operators, as well as into their files and advertising material. These pictures show a range of vehicles supplied

Left: Ford & Slater supplied vehicles to customers throughout Lincolnshire. This Leyland Comet, KDO 278 (Holland, Lincolnshire, late 1956), was for May & Hassell Ltd, timber importers, of Boston, where Scandinavian timber has always been handled at the docks.

by the company's Grimsby branch, around the turn of the 1960s. Ford & Slater had a significant presence in Grimsby for many years, where there was a strong market for lorries, connected with local industries, the docks and fishing.

There are also a few pictures from a local bodybuilder and some Pilot tippers. Shots like these are invaluable in showing the sort of lorries which transport and other companies were buying at the time. They might not have the atmosphere which is contained pictures of vehicles at work, but as a record they are most interesting and useful, the only thing missing is the colour schemes which were used...



Above: This Leyland Comet, LEE 226 (Grimsby, late 1958), looks as if it had been in service for a while before being photographed, but was still looking smart, with its lined-out livery for local fish merchants, B Little Ltd. Typical of the era, the platform-bodied vehicle carries an insulated container, which has an attractive lighthouse and trawler scene on the side.

Left: Another side-on shot and it's another Albion Reiver. This time the LAD-cabbed six-wheeler is a tipper (anyone recognise that maker's badge on the side?) with rather low, wooden triple dropsides, rather old-fashioned for the turn of the 1960s when the picture would have been taken.



Above: If the lorry's registration didn't date the picture, the banner in the showroom window behind does, as the new Vauxhall Victor, the original 'F' Model, with the fins and wrap-around front and rear screens, was introduced in 1957. Here we see another forward control Leyland Comet with dropside body, LTL 659 (Kesteven, Lincolnshire, early 1957), for Templeman's Haulage, of Carlby, near Stamford, with another smart livery, possibly dark blue or green and red?



Above: An odd-man-out among these pictures, this shows a scene on the East Side of the Royal Dock, Grimsby, with two two Leyland Comets, GJV 37 and GJV 38 (Grimsby, late 1955), of Theodore West, grain and seed merchants of Louth and Garth Lane, Grimsby, being loaded with sacks direct from the hold of a coaster, MV Flevo.



Above: Another unusual picture, showing an Albion Claymore, with its underfloor engine visible behind the cab. This carried the manufacturer's logo, so the vehicle was presumably a demonstrator. The short wheelbase would suggest a tipper, but the dropside body looks as if it was firmly bolted down. You can just make out a Bedford K, M or O Series in the showroom behind.



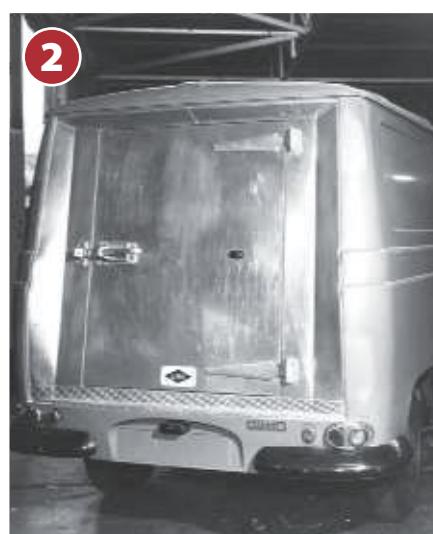
Above: A third Albion Revier, but this time we can see the front of the LAD cab and the registration, EFU 646C (Lindsey, 1965). The platform-bodied lorry, half on the wet road and half across the pavement, is liveried and lettered for Wall Bros, haulage contractors of Haxey, near Doncaster. The different angle of this shot shows the garage forecourt to the left of the showroom and what look like the workshops, with several cars and a primed early Ergo-cabbed chassis outside.



Left: One of the heavier vehicles supplied by Ford & Slater in those days was this Scammell Highwayman tractor unit for E Nickerson & Company Ltd, of Scunthorpe. It would have been delivered around 1960, complete with a new or thoroughly refurbished frameless small diameter tanker trailer, of the type used for acids and the like. It is difficult to say whether this was also a Scammell product.



Above: An Ergomatic-cabbed Leyland Comet, JFU 700E (Lindsay, 1967), fitted with ready mixed concrete equipment for Denniff. The 'donkey engine' to power the mixer drum was a Ford unit, judging from the Fordson Major Tractor-style radiator grille, which I think means the equipment was probably by 'Ritemixer'.

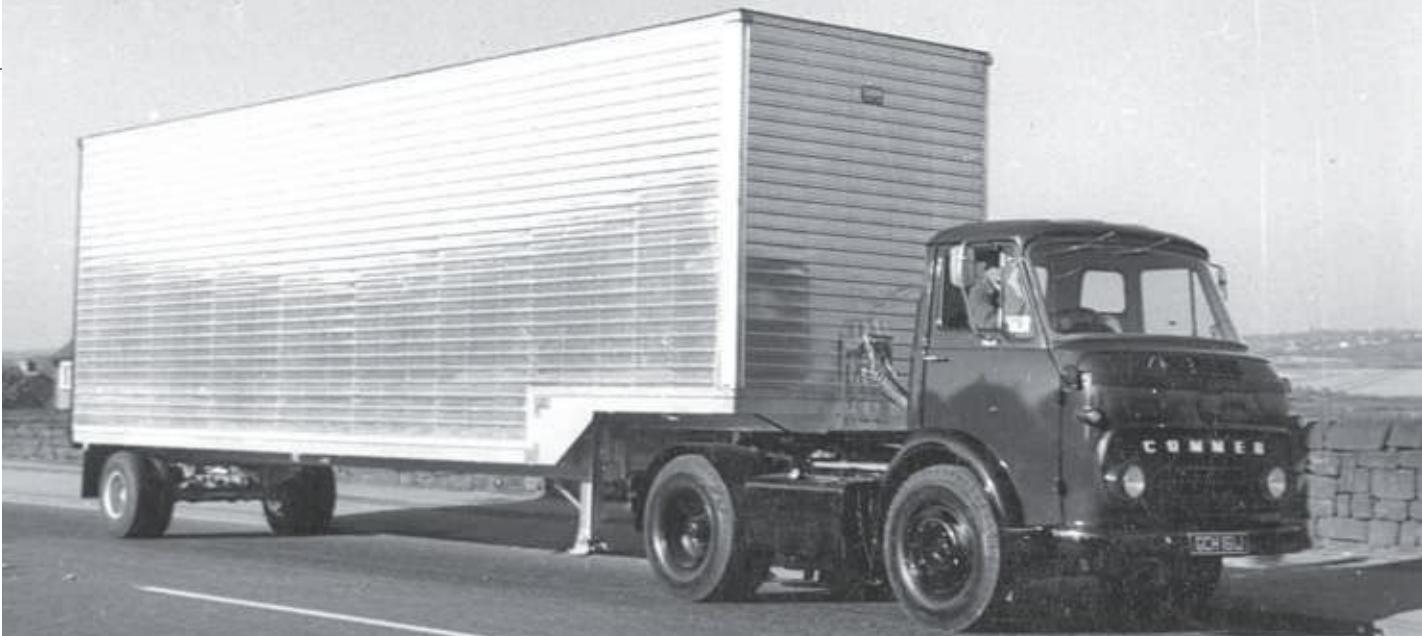


1: This is a rear view of a refrigerated body built on a four-in-line trailer chassis by Link, which was the bodybuilding arm of Humber Warehousing, which took on most types of body construction for the company and other customers.

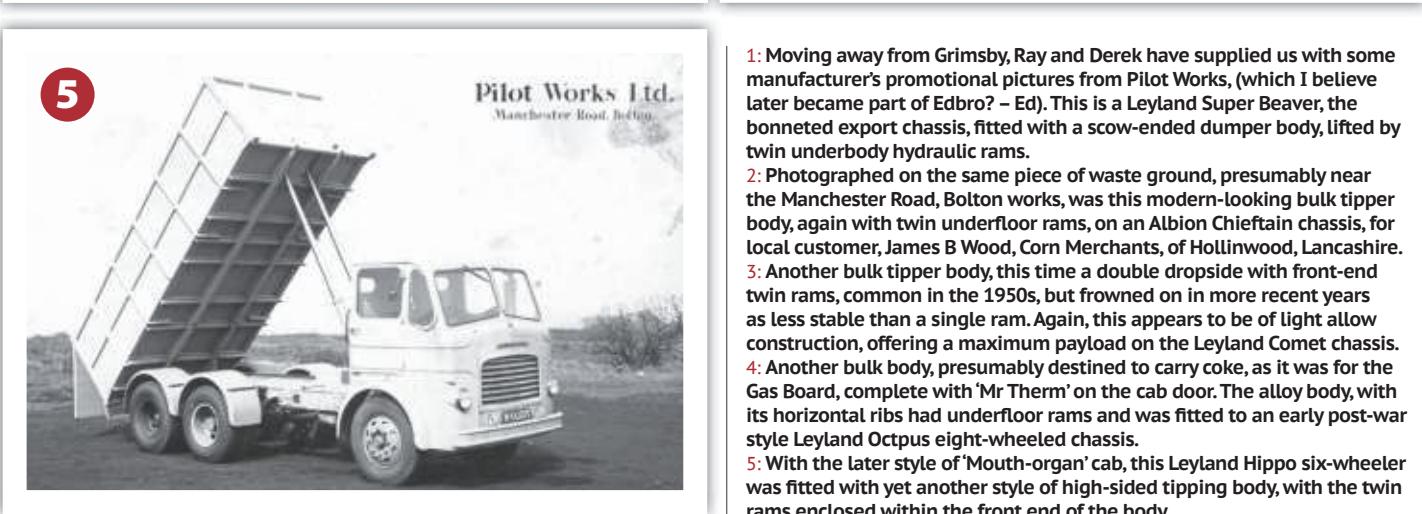
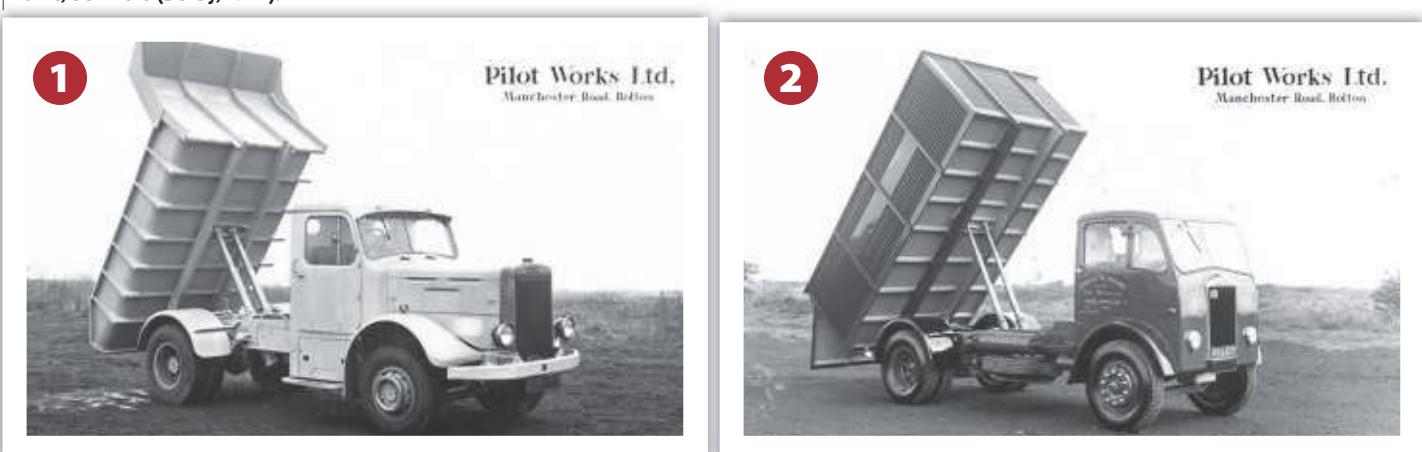
2: Link also undertook the construction and conversion of smaller vehicles, as seen here with this Austin-badged BMC J4 panel van, which was being converted to a fridge van for local deliveries of fish or frozen foods.

3: The front end of a ribbed-side fridge body, with the BOC 'Polarstream' refrigeration equipment being installed, something we rarely see in pictures like these.

Left: A demountable refrigerated box body, semi-permanently fixed to the platform of a single-axle Crane Fruehauf trailer, lettered for London-based freight forwarders E W Taylor, behind a very early Ford D1000 artic unit, HLA 665C (London, 1965) of George Barker Transport, of Nunhead, London SE15.



Above: Link is also believed to have built the body on this step-frame single-axle alloy-panelled van semi-trailer, behind a Commer H Series tractor unit, GCH 161J (Derby, 1971).



1: Moving away from Grimsby, Ray and Derek have supplied us with some manufacturer's promotional pictures from Pilot Works, (which I believe later became part of Edbro? – Ed). This is a Leyland Super Beaver, the bonneted export chassis, fitted with a scow-ended dumper body, lifted by twin underbody hydraulic rams.

2: Photographed on the same piece of waste ground, presumably near the Manchester Road, Bolton works, was this modern-looking bulk tipper body, again with twin underfloor rams, on an Albion Chieftain chassis, for local customer, James B Wood, Corn Merchants, of Hollinwood, Lancashire.

3: Another bulk tipper body, this time a double dropside with front-end twin rams, common in the 1950s, but frowned on in more recent years as less stable than a single ram. Again, this appears to be of light allow construction, offering a maximum payload on the Leyland Comet chassis.

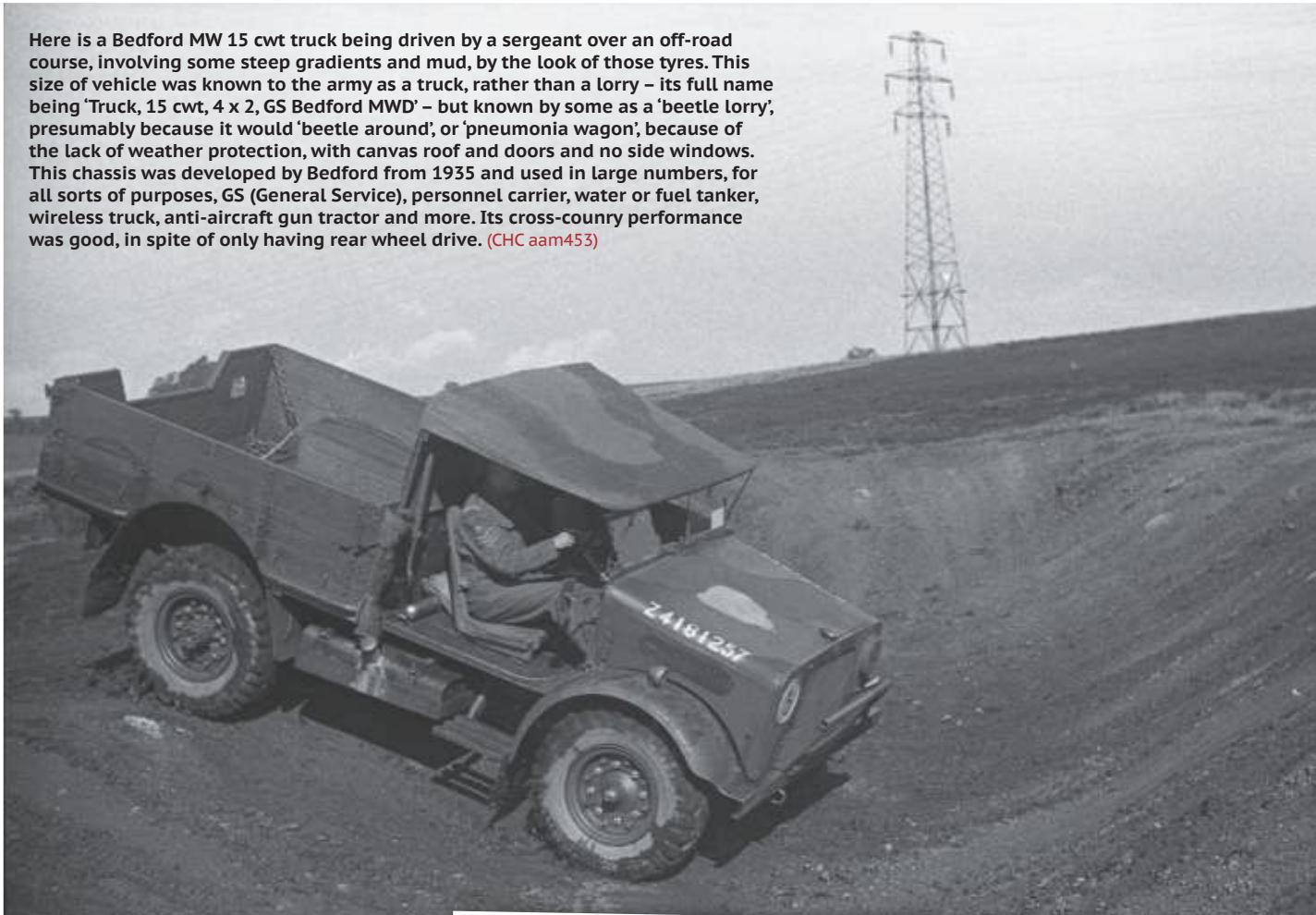
4: Another bulk body, presumably destined to carry coke, as it was for the Gas Board, complete with 'Mr Therm' on the cab door. The alloy body, with its horizontal ribs had underfloor rams and was fitted to an early post-war style Leyland Octopus eight-wheeled chassis.

5: With the later style of 'Mouth-organ' cab, this Leyland Hippo six-wheeler was fitted with yet another style of high-sided tipping body, with the twin rams enclosed within the front end of the body.

Put to the Test

Mike Forbes has selected a number of pictures from the Chris Hodge 'Stilltime' Collection showing army vehicles and drivers being put through their paces.

Here is a Bedford MW 15 cwt truck being driven by a sergeant over an off-road course, involving some steep gradients and mud, by the look of those tyres. This size of vehicle was known to the army as a truck, rather than a lorry – its full name being 'Truck, 15 cwt, 4 x 2, GS Bedford MWD' – but known by some as a 'beetle lorry', presumably because it would 'beetle around'; or 'pneumonia wagon', because of the lack of weather protection, with canvas roof and doors and no side windows. This chassis was developed by Bedford from 1935 and used in large numbers, for all sorts of purposes, GS (General Service), personnel carrier, water or fuel tanker, wireless truck, anti-aircraft gun tractor and more. Its cross-country performance was good, in spite of only having rear wheel drive. (CHC aam453)



These pictures are from several series taken before, during and after World War II, when various types of vehicle were being tested on military proving grounds for their suitability for the work that would be required of them, notably their off-road capabilities.

At the same time, army personnel were also being taught to drive and tested on their abilities, notably the ladies of the ATS (Auxiliary Territorial Service) who did sterling work, ferrying vehicles to where they were needed by the fighting forces.

In those days, drivers – military or otherwise – were also expected to have a degree of mechanical ability and be able to service their vehicles, something we seem to have lost in recent years. The ability to call somebody who is capable of even comparatively minor tasks on your mobile phone seems to be the limit of what is



Above: This is a CMP (Canadian Military Pattern) 3-tonner. There were not so many of this type of longer wheelbase GS lorries, with rearward-sloping windscreens to their cabs, with a metal roof, but still no side windows – possibly canvas screens for use in inclement weather, built mainly by Ford's Canadian factories. Our man is heading straight up a steep grassy slope, putting the four wheel drive to the test. (CHC aam456)



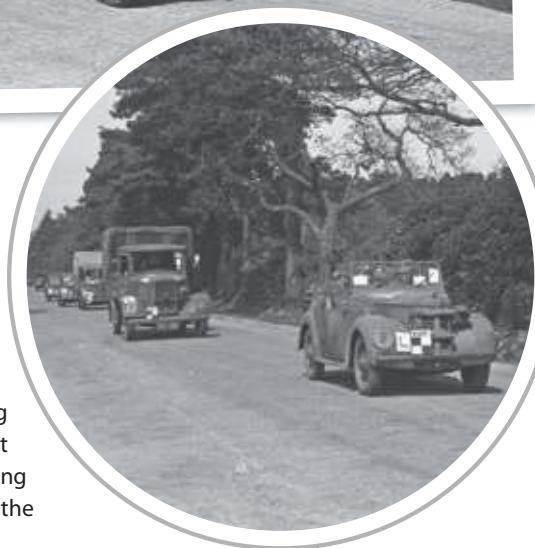
required or expected.

There are some well-known types, as well as some more unusual vehicles, in these scenes, undertaking manoeuvres and travelling across-country, under the watchful eye of army officers, assessing their suitability for the job in hand.

The drivers' abilities were also under scrutiny, especially in the post-war driving tests. I think some of today's drivers ought to see the 'parallel parking' pictures. Leaving your car two feet from and at an angle to the kerb is not what I call parking, though I'm not sure the 'hanging out of the cab door' method of looking back would be acceptable to many people these days...

I can make no claim to have unlimited knowledge of military vehicles, so if anybody has information to add to the captions here, please write in and let us know.

In future issues, we can have some more of these vehicles on military proving grounds, as well as some scenes of vehicles in action, presumably in France after D-Day, as well as some early lorries 'on manoeuvres' in the World War I era.



Above: One more from this series, showing an Austin 8 Tourer leading a different Morris-Commercial Tonner, a later-style Morris 10 cwt, with a tilt body, a Wolseley 14/56 and another Austin 8, with the inevitable Bedford MW bringing up the rear. (CHC aaw464)

Right: A view inside the cab of the Morris-Commercial, showing the dual controls on this vehicle included a second steering wheel. The Corporal Instructor has shoulder flashes showing 'Auxiliary Transport Service FANY (First Aid Nursing Yeomanry). Let's hope neither the dual controls and her medical knowledge were needed. (CHC aaw460)

Above: 'Stand at ease!' The ATS ladies parade beside their vehicles in a convoy, before going for a nice drive in the country – well, that was probably how the idea was sold to them. With wartime blackout lighting and 'L-Plates' prominent, along with the insignia of TCMT (Training Centre Mechanical Training), the convoy includes an early-1930s Morris-Commercial 'Tonner' or two, several Bedford MWs and an Austin 8 and other saloon cars. (CHC aaw456)

Left: Further up the line, we have more Bedford MWs, plus an OX short wheelbase lorry and another Austin 8, this time a drophead. The driver at the front gives a clear signal that she is about to move off. (CHC aaw457)





Above: No, she hasn't been run over. As well as learning to drive them, the ATS had to learn to keep the vehicles going. This is a Bedford K Type ambulance, rather than the usual Austin K2, of which an example of a standard haulage dropside lorry can be seen in the shed to the rear. (CHC aaw 465)



Above: Looking somewhat incongruous in a city centre, covering most of a tennis court marked out in the courtyard between buildings, this field headquarters was presumably set up as a demonstration, made up of a number of trailers, covered with camouflage netting. (CHC aaw844)



Left: Getting to grips with the engine of the more common Austin K2 'Katie' ambulance in the shed. These vehicles were rear wheel drive only, as shown by the straight front axle just visible here, unlike the hybrid vehicle used in the well-known 'Ice Cold in Alex' film. (CHC aaw476)

Right: The instructor and an ATS trainee work on the engine of an Austin 8-based 'Tilly'. These canvas tilt-covered pick-ups, with their characteristic cab roof-mounted spare wheel, were based on Austin, Hillman and Standard saloon car front ends and operated in their thousands by the armed forces during and after the war, while few self-respecting haulage companies were without one in their fleets in the early post-war years, as they were 'demobbed'. However, surprisingly few seem to have survived to be seen at rallies today. (CHC aaw469)



1: This trailer carries what looks like a mobile laundry – let's be honest, probably a de-lousing unit, with memories of the awful trench warfare of World War I still in the minds of the 'powers that be'. (CHC aaw848)

2: According to the sign, this is 'No 9 Trailer, with a 40 hp diesel engine (marked 'Fowler-Sanders), 25 Kw 110 W generator, switchboard, distribution panel and oil tank'; all visible with the canvas sides rolled up. It looks like 'Eagle on the hub-caps. All ready for fairground use after demob... (CHC aaw858)

3: "Attention!" Here's the 'transport' for the field headquarters, a Humber 'Woody' estate car for the officers, and Austin K4 GS lorries, with unusual open canvas cabs. It's strange how the authorities, into the early war years, seemed to think that the British soldier would function better on the move without a proper roof over his head... (CHC aaw 855)

4: Corporal Nobbs here seems quite pleased with his Morris-Commercial Quad-based 200 gallon water tanker. One can't help wondering how long that would last, keeping the laundry going, as well as the many tea urns which would also be on the go in the field HQ. Notice the sand bags in front of the ground level windows and doors of the buildings. In spite of the smiles, these were dark days. (CHC aaw859)



Above: We used a similar picture to this on the cover of the August 2010 issue. Apparently, this series of shots were taken by Commercial Motor in 1941 of a Royal Army Service Corps lorry drivers' trial, although it looks as if the vehicles were being compared as well. This Luton-built Bedford OYD GS lorry, L206783, was one of a batch of 42 supplied under Ministry of Supply Contract V.3931. The two-man crew are changing the front off-side wheel, while dressed in full uniform and kit. (CHC aay842)



Above: As well as the ubiquitous Bedford OYDs, some Thornycroft WZ/TC4 GS lorries were used for the drivers' tests, like L209106 seen here, about to set off across country. In spite of the lack of four wheel drive, the vehicles were driven along rough tracks and across grassland on a country estate. (CHC aay854)



Above: Along with the Bedfords and Thornycrofts, this radiator muff-equipped normal control Commer N Type GS lorry, L210175, was driven round the cross-country course, watched by the officers. (CHC aay855)



Left: Another Bedford OYD, L2136531, rounds a bend on a country road, under the watchful eyes of the officers and a civilian. (CHC aay852)



Above: One of the Thornycroft WZ/TC4 GS lorries, fitted with the horizontal plate below the screen, which was treated to show the presence of poison gas', is reversed into a 'garage' as part of the course, guided by the co-driver. Notice the Humber staff car in the background. (CHC aay861)



Above: Moving on, we now see some post-war driving tests. Here is a Thames ET6, with the usual army tilt-covered body, of 22 Company, Royal Army Service Corps, making its way through the 'slalom' between oil drums, watched by an officer, with a Bedford OYD in the background, along with parked Jaguar, Hillman, Austin and other cars. (CHC abg626)



Left: Another Thames ET6 is 'parallel parked', between two Humber '1 ton cargo trucks' (to quote the Dinky toys catalogue description). Many drivers these days, in spite of it supposedly being part of the test, find it difficult to do this in a car, let alone a lorry. Mind you, they wouldn't lean out of the open driver's door like this... (CHC abg635)

Below: The distance from the 'kerb' is measured. I'd say that was pretty impressive, and I think the press man in the background agreed, but I'm not so sure about matey in the hob-nail boots with the measure... (CHC abg625)



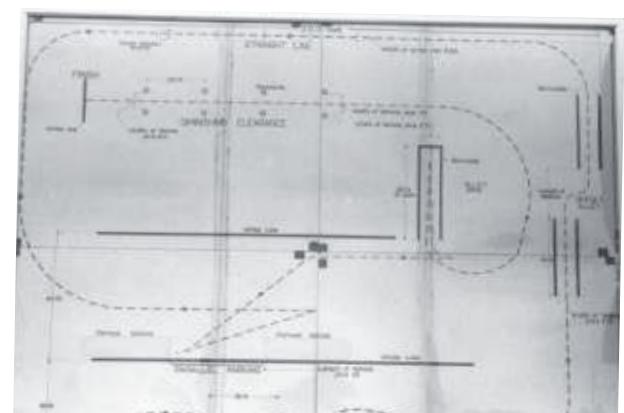


Right: "Now then chaps, here's a diagram of the whole exercise. Through the slalom, just seen at the bottom here, where we saw the first Thames ET6, then the 'offset alley', where the Bedford OYD was being manoeuvred, round close to the edge, parallel park between the Humbers, across and back into the alley, then round to the finish through diminishing clearance. Any questions? No, carry on Sergeant-Major..." (CHC abg632)

Below: An overall view of the 'parade ground', as a Bedford OYD is manoeuvred from one 'alley' into another in the foreground, with the two Humber one-tonners and a row of Thames and Bedford lorries seen in the background.

Above: The driver of a Bedford OYD has a go at the parallel parking. I'm not so sure he's not going to over do it and 'mount the kerb' with his back wheel... (CHC abg645)

Left: Another Bedford OYD of 59 Company this time, is reversed into an 'alley', under watchful eyes, the driver using the time-honoured 'hang out of the cab door' method. You can't see much of the other side that way though, can you? (CHC abg 647)



What's New

Oxford Diecast

We looked at the model of the Shelvoke & Drewry Freightlifter fork-lift from Oxford Diecast in the last issue, alongside the real thing, and what a good little model it is. Also new in the same 1/76 scale is the pre-war three-wheeled Thompson Aircraft Refueller in BP livery, Bedford OX artic in British Railways colours and Scammell Mechanical Horse in LMS livery. An impressive new model in 1/76 scale – although of a modern vehicle – is the Scania car transporter, in either Stobart or Quinn colours, but other classic lorry models include the 1980s Ford Cargo in Royal Mail livery, Bedford QLT in Post Office transport guise, as well as military colours, along with the QLD version, a Diamond T 980 in Pickfords livery and Canadian Army markings with a tank



Mike Forbes looks at the latest models from the major manufacturers interested in classic vehicle models.





transporter trailer. The Series I Land Rover is also new with RAF and Army markings, along with the motor-cycle and side-car in Royal Navy colours.

This year's Oxford model for the Great Dorset Steam Fair is a Fowler BB1 Ploughing Engine, complete with winding drum underneath, in 'rusty' condition, which looks great. The red Massey Ferguson 135 tractor is also new. The Austin ATV looks smart in lined Newcastle & Gateshead Fire Service maroon and red, while a six-wheeled Range Rover fire engine is also new in RAF camouflage and the Ford Transit Mk I van in City of Carlisle Fire Service yellow. The Thornycroft Nubian is available now in Glamorgan livery

and coming in Bristol Airport colours.

The Duple Roadmaster coach is now available in South Notts livery, while the Royal Tiger with Leyland coach body comes in Standerwick livery. The Bedford OWB is on its way in Belfast Corporation livery, along with the classic Routemaster in special 75th Anniversary London Transport colours. The sales trailer is coming as a Southdown booking office.

An interesting addition, perhaps mainly aimed at the more modern market are sets of pallets loaded with cases of 'Aspro' or 'Manns Brown'.

New car models in 1/76 scale include the 1930 Le Mans Bentley Blower, Rover P4

in grey and black or light blue and navy, Messerschmitt KR200 'Bubble-top' in 'rose' pink, Vauxhall Astra Mk 2 GTE and HB Viva, both in white, Humber Hawk in Golden Sand, a 'racing' Mini Cooper, Volvo Amazon in pale green and P1800 in red, Hillman Imp in Willow Green, Ford Galaxy and Sierra Sapphire RS in black, the Morris Oxford Series III in the unusual Salford police black and white, while a Metropolitan Police set is made up of a Jaguar XJS, Discovery and Vauxhall Vectra. A classic 1960s 'Touranger'-style caravan is also on the way.

In the larger 1/43 scale, new car models include three Rolls-Royces, the Phantom V James Young saloon in silver and navy, along with the Phantom III H J Mulliner 'Sedanca de Ville' in black, with a Corniche convertible, also in black, to come soon, plus the Austin-Healey 100 BN1 in black with red hood and the Volvo 'Amazon' in cherry red.

A new casting in 1/43 scale is the Land Rover half-ton 'Lightweight' with United



Nations markings, which will please many military enthusiasts, while the Series II hard-top comes in Royal Mail livery and the Series I with canvas cover is coming in BR colours. The Ford 400E van is coming in Rediffusion livery and The Mini 'Batman' ice cream van is new in 'Husky's Ices' colours, along with the modern Whitby Mondial Ice Cream Van in colourful Smith's Ice Cream colours, as well as the 1/76 scale version in 'Dimascio's Ices' or 'Vince's Ice Cream' livery.

In the smaller 1/148 or 'N' scale, the latest new casting is a New Routemaster in London General livery, along with the Commer commando in BEA livery, Guy Arab Utility in Wolverhampton livery, a Bedford O Luton van in Slumberland colours, 'Gordon Highlanders' and 'Royal Navy' AEC Matadors, Austin Tilly in Army or London Fire Brigade colours, Bedford CA Ice Cream van in Lyons Maid livery, Austin Low-loader Taxi with burgundy sides, brown and cream old-style caravan, AA Land Rover Defender and West Sussex Fire & Rescue LWB Transit. With the Messerschmitt KR200 'Bubble-top' in light blue in the large 1/18 scale, there's plenty of choice, whatever your collecting preferences.



B-T Models

The range of classic lorries from B-T Models continues to grow, the latest models including three eight-wheelers, a Leyland Octopus platform lorry in 'Steel Company of Wales' colours and two tankers, a Foden DG in 'Fletcher Miller Oils' livery and what is called an Albion Reiver, but looks like an LAD-cabbed 'Power Plus Leyland Octopus to me, in 'National Benzole' colours. Two lorries in British Rail colours are also new, a Ford D Series dropside in yellow and a Leyland FG van in dark green. Two sets of forklifts are also available in BR maroon and Cream or 'Railfreight' yellow.





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Exclusive First Editions

EFE continues to fill the gaps, with new liveries on existing castings in the range of buses, coaches and lorries. While perhaps not as exciting as some new castings, these new models will be welcomed by collectors and enthusiasts wishing to have as full a range of models in their preferred companies' liveries as possible.

Notable recent introductions include the semi-preserved Bristol FLF in modern Stagecoach colours, the Daimler DMS in Bournemouth yellow, Leyland PD2 lowbridge in Todmorden/British Railways livery, Mercedes/Reeve Burgess minibus in First Cymru livery from the late 1980s – now a classic in some peoples' eyes – the AEC Renown in Tynemouth and Greater Manchester PTE colours and the BET 36 ft Weymann-bodied AEC Reliance in Maidstone & District livery. There are two new Eastern Counties models, the Bristol LS coach in cream and maroon and the Bristol VRIII in post-deregulation, but pre-First mainly cream livery. The Daimler Fleetline/MCW is promised in Huddersfield livery, while exclusive to Bachmann dealers are the DMS in LT Bus & Coach Council livery, the Leyland Titan B15 Prototype and a Routemaster in red and yellow 'Shoplinker' livery.



It is 1924 in Hope Square, Weymouth, as staff from John Groves Brewery prepare for their annual outing with their families. The Rambler fleet from Weymouth have arrived with, from left to right, two Daimlers, two Crossleys and two Ford Ts. They just might have taken their own beer for the trip!

The Old Weymouth Breweries

Terry Giles tells us about the buses and drays associated with two breweries based in the Dorset seaside town – and the models he has made of them.

Charabancs and vintage coaches are not normally associated with old breweries but, along with ancient brewers' drays, they can actually go quite well together. Just after World War II, thousands of families were brought together again and soon made arrangements for the long-awaited seaside holiday. So, with my father settled back home, in June 1946, off we went to Weymouth, down in Dorset.

It was only during the last days of those memorable two weeks that I noticed the two big breweries in Hope Square, Weymouth. The yellow and red livery of Devenish's brewer's drays and the distinctive blue of John Groves' 'Hope Brewery', the rival brewer next door, plus the general activity and aroma all around the district really fascinated me as a young boy.

I did hope that the next year we would return to Weymouth and I could pursue my interest. I did return with mother and father in June 1947 and my extreme enthusiasm continued – to last for the next 70 years!

At that time, Devenish's drays were nearly



By 1951, J A Devenish, "The Brewery Weymouth", had a new fleet of vehicles. The fine dray horses had almost been replaced. The last dray horse was David; he was sadly 'put to sleep' in 1954. Three Fordson 7V drays are almost ready for their day's deliveries.

all Fordson, each had a fleet number and a name beginning with the letter 'D', all named after the old Shire horses, such as David, Dexter and Dasher.

John Groves & Sons had a fleet of

Thornycroft Sturdy lorries, which all had a fleet number, but no horses' names. That could have been arranged, judging by the number of dray horses the company once had in its stables.

During 1960, after many long years in competition, the two Weymouth breweries amalgamated, to become 'Devenish & Groves'. This was only to last until 1965, when Devenish decided to standardise the entire company, to include Redruth, Exeter and Swindon. This brought about a very different dark green livery, and a likeable logo in the form of a tiger named 'Herbert', holding his cross towards heaven. From then on, 'Herbert' was everywhere around the territory, from pub signs to beer mats. Twenty years later, during 1985, the brewery sadly closed.

Today, the Victorian brewery, malthouses and mighty chimney are all listed structures; the main building now provides a home for Weymouth Museum and other outlets. The rather faded picture of the John

Groves staff outing features again in my model comparison, with the help of some Corgi Classics coaches. The picture fails to display the date on the very top of the brewery, which is actually 1904, although the photograph is a fine example of 1920s camera achievements.

Apparently, no Devenish Weymouth dray has ever been preserved – unless somebody know differently? The Fordson drays in my modest miniature brewery fleet do



Early morning at the brewery in the mid-1950s. A scaled down replica gathering of Fordson brewer's drays, all in the striking yellow and red livery of Devenish's Weymouth Brewery. My Dinky Toys Fordson Thames of 1951, at the terrific cost of 2/6, is in the foreground. The others are from the Lledo 'Days Gone' range and Classix, all suitably re-liveried.

represent the actual Devenish vehicles of that wonderful early post-war era. There is just one John Groves Fordson Thames in the picture, possibly the one and only in real life.

Hope Square might not be the home of the breweries any more, but we do have our photographs, models and everlasting

memories to share.

• Terry is working on a book, 'The Old Breweries of Weymouth' which will include much more detail on the subject, but these pictures and his models offer a flavour of what the scene would have been like at one time.



Above left: Hope Square, Weymouth, 1958. John Groves and Sons Ltd has a new Fordson 'Thames' at the brewery loading bay. To the left of the picture is one of the company's many Thornycroft Sturdy drays outside the Customs House.

Above right: More early morning activity at John Groves' Hope Brewery, Weymouth in 1960. The Commer QX dray is almost ready for a day out. After World War II, the company's fleet had consisted mainly of Thornycroft Sturdy lorries.

Right: The year is 1961 in Corgi 'miniature'. By now, the two breweries had amalgamated as 'Devenish & Groves'. Not the staff outing, but an imaginary one day beer festival, all in complete moderation, of course. The coaches have travelled from far and wide; AEC, Leyland, Daimler, Albion and Bedford are all safely parked along with the brewery's Thames Trader.



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- 4 pce 1/2" Dr. 6 Pt Sockets: 5/8", 11/16", 3/4", 13/16"

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A Tale of Two ERFs - and more [Part 2]

Last month, **Allan Bedford** told us about the establishment of Reffell's Brewery in Bexley and developments up to World War II, including the purchase of two ERF CI.4 lorries. Here he continues the story up to the present.

A most interesting file held in the London Archive deals with the war damage sustained by the brewery in January 1944, and provided me with the registrations for some of these for further research at Maidstone.

The Luftwaffe's final campaign against London and the provinces, known by them as 'Operation Steinbock' and to us as the 'Baby Blitz', was launched against the London area on the night of Sunday 21st January 1944, and dragged on until May. The Germans' losses were high, as by this time our defences, including night fighters, were highly effective; from June onwards the Germans switched to the 'V' weapons.

On that first night, the Bexley and Erith areas received a lot of attention, Ruffells Brewery included. A large number of incendiaries also came down and losses included Erith Fire Station, which was totally destroyed, so it could not have been a good night for the local emergency services.

The documents found reveal that an estimated total of over £40,000 damage was caused. A file marked 'chattels' contained correspondence relating to the damage caused to garage, equipment and vehicles. With carbon copies of correspondence addressed to Crips Garage, the



Above: Municipal pride at the Erith UDC Fire Station, a few years earlier, featured a 1916 Dennis 'S' Type, KT 8720, from about 1916, alongside a Leyland FE1(?), KE 3413, from about 1920.

Regional Transport Commissioner in London, and Dyer Sons & Creasey of Sidcup, Auctioneers and Chartered Surveyors who were specialists in assessing and recording the costs of work to repair bomb damage under 'The War Damage Act'.

The list below itemises the brewery vehicles

damaged and their repair costs :-

The estimates for repairs had to be submitted to the Board of Trade Assessors, Messrs Ellis & Buckle for approval.

However at least two other vehicles appear to have escaped unscathed, a second Series E, dating from late 1938, FKN 657, and a Morris 10

Right 1: A period pub price list discovered in the cellar in The Chequers in Farningham Village in the 1990s, with a good selection of Kent and London beers on offer at tempting prices.

Right 2: A fantastic cartoon advert, featuring Hitler and Goering focusing on the Kent coast in 1940. The 'Bottle of Britain' slogan has in recent years been adopted by a certain other Kentish brewery established in 1698!

cwt TWV van of 1936, DKN 657. Both of these can be seen tucked into the garage in the photo of ERF No 71, AK0 942, at the rear of Bexley Brewery.

Some vital equipment and parts were also lost in the raid and compensation was sought for three 32 x 6 covers, £28.12.3d, lorry name boards, £5, Head Gaskets, 3/8, and a Ben Portable Tyre Inflator. The loss of this piece of equipment prompted a begging letter to the Regional Transport Commissioner, Ministry of War Transport at Romney House, Tufton Street, SW1. Extracts read: "We are in urgent need for pumping up our lorry tyres as the fire destroyed our only tyre inflator. This is very inconvenient to us as we have to send out our lorries anywhere they can find to have their tyres inflated and we trust therefore that you will give us the necessary authority to purchase this most important piece of garage equipment". The total sum claimed for 'chattels' totalled £608.7.8d.

Just three months later, the Brewery's Head, Percy Waistell passed away, perhaps the stress of these events played a part. His coffin was conveyed to the village church of St Mary's, Bexley for burial, on the back on one of the ERFs.

The only other entry found in the minutes concerning transport concerned the purchase of a new ERF in an entry dated 4th November 1952. The managing director reported the purchase of a six ton diesel for £2,400.16.1d. The Kent registration record for this vehicle is more comprehensive than previous entries, and reveals that PKN 735 was registered on 1st December 1952 with the entry describing it as a Foden! This lightweight LK44 carried chassis No

1 PRICE LIST

DRAUGHT BEERS	
Reffell's XXX Stock Ale	7
" Mild Ale	5
" XX	4
" Gold Medal Ale	5
Mann, Crossman's Mild Ale	6
Bass's Light Draught	7
" Burton	10
BOTTLLED	
Truman's Brown Ale	7
" Eagle Stout	8
" Ale	8
" No.1 Burton (Barley Wine)	8
Hammerton's Oatmeal Stout	8
Fremilin's Old English Ale	5
" Oyler	4
Gainsborough's Stout	10
" Pale Ale	5
" Pale Ale	5
" Pale Ale	3
Crown Fruit	3

6255. To date no photographic record of this has been found.

Regrettably, the brewery along with 19 tied houses and several off-licences were sold to Courage & Barclay in June 1956, with all brewing and bottling ending in Bexley, in February 1957 and redundancy for 70 workers. This was one of the first acquisitions for this newly-created brewery giant, a near neighbour for over 150 years.

It is possible that the 1952 LK44 found further service with its new owners. Barclay Perkins had added some larger ERF 54G models to its fleet in 1950. Whether the two original CI.4s were still at work by this date is unknown. The REVs magazine mentioned earlier states that chassis No 71, AK0 942, was impressed for military service by the War Department, but quite clearly it was back with the brewery in January 1944, at the time of the bombing. The magazine states that, in 1958, it was in the ownership of L R Knibb of Mawnan, Falmouth, Cornwall. Intrigued by this snippet of history I searched the internet and found a possible match. Was this remote location once the home of AK0 942? A phone call connected me with David Kerslake, the present day owner of this flourishing



Above: During the early 1950s, Reffells even promoted its Bexley Beers on local London Transport country buses. STL2170 rests at Leyton Cross, Dartford Heath around 1952, when allocated to Dartford (DT) Garage. It later moved to Garston, where it was retained for use on route 301A and was there on the final day of the type in daily service, 31st August 1954, being one of the 24 removed from service from five LT country garages on that day.



Above: The Fire Station also housed this rather magnificent 1934 Austin 18/20 ambulance, BKL 303. Behind can be glimpsed the earlier vehicle, a Ford T, KE 4037, from about 1920, then still extant. Where was the Austin on that fateful night?



Above: In the post-war years, Simonds became a regular customer for ERFs. This 1948 7-tonner, an early example with the 'V' Front, later joined the fairground and was seen by me on a number of occasions on Blackheath, as here at Easter 1977. The Hop leaf trademark could still be seen through the layers of paint on the doors.

business and the stepson of Leonard Knibb. He soon confirmed that as a 12/13 year old he had regularly travelled to London and further afield in an old ERF and thought there was some photos about which might confirm its identity. A few weeks later, after much delving these amazing pictures, taken in November 1958, seen here, were copied to me. The old wagon is certainly past its best, with replacement side and headlights, a flatbed, and painted in the company colours a maroon/brown (according to David).

David informed me that Leonard, a North Londoner, was employed as a lorry driver in the 1930s, delivering on behalf of the Standard Bottle Works, of Bounds Green Road, New Southgate. One of his regular runs was to Birmingham's HP Sauce factory. After a while, he had saved enough money to buy a small garage in New Southgate, equipped with two manual petrol pumps, which his mother attended. The business had developed by World War II and included a small engineering workshop.

This all came about when the well-known American food mixer company Hobart which had opened a factory nearby in the 1920s was looking for additional machining capacity. This company's London factory closed many years ago and these days the works are at Barnstaple in North Devon, however, you may be familiar with 'Hobart Corner', where the North Circular



Above: A labologists delight, a selection of the range of labels used by the company, including Guinness which was contract bottled by many small breweries throughout the country.

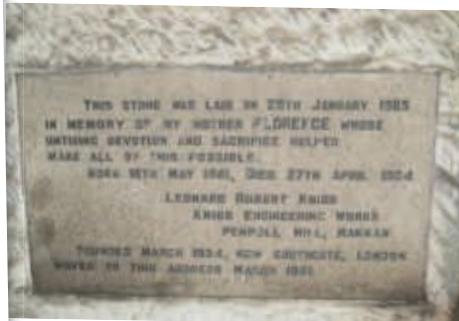
(A406) meets the A10/A1004 from radio traffic reports.

Leonard's business suffered from war damage and he vowed to move out of London, to somewhere more tranquil when peace returned. After much searching, including Wales he found the perfect spot, a disused mill on the Helford River in Cornwall, where the business was re-established in 1951. Hobarts continued to provide regular work, with aluminium castings for mixer beaters machined, as well as components for its industrial washing machines, entailing regular trips to 'the smoke' and beyond.

David believes the wagon was with Leonard



Above: The original Hobart Factory in New Southgate.



Above: The touching foundation stone, still to be seen at Penpol Mill, Mawman.



Above: Two photographs of old No 71, AKO 942, taken at the Hobart factory in New Southgate with 'Knibby' in November 1958. The vehicle has been updated with new side and headlights with an old headlight bracket still hanging in position. Now a flat wagon, painted in the house colours a maroon/brown. According to David Kerslake it certainly did more than 20 mph, so was it uprated in later life?



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Above: In 1950, Barclay Perkins took delivery of this ERF 54G, LY 46, its fleet no 1, which featured in this 1952 advertisement. The Dr Barclay trademark seen on the cab was soon replaced by the dominant Courage Cockerel, following the 1956 tie up.

(Knibby) in 1956, around the time he met his widowed mother. He was able to ride 'shotgun' with Knibby during school breaks, and recalled that the first refreshment stop was at the White House in Okehampton or the Black Horse in Exeter, owned by a Mr Pope. The Aerodrome



Our Fleet at Your Service

Above: After the Bexley Brewery closed, the premises were used for many years by Wm Owlett, the fastenings and hardware distributor. Their very distinctive brown tilted Bedfords were a familiar sight, carrying on the tailboard 'Owlett Bexley'. The fleet of Bedford TKs, together with four Hawson integral vans is pictured here in the 1960s, in the car park of the Black Prince, on the A2 at Bexley.



Above: left One cold Sunday morning in March 1996, I visited the former Brewery site, to take some comparative photos of the various buildings which were by that time part of the Old Bexley Business Park. I discovered that one of the occupants ran a couple of ERFs and, on showing him a photocopy of the original 1934 photo, he agreed to fire up the tractor units and position them near the entrance. The vehicles were 1986 Cummins 320-powered 'E' Series, E521 GRK and 1980 Cummins 290-powered 'B' Series, MDD 101V. **Above right:** The ERF E Series on that cold March morning, showing the bow fronted former brewery off-licence, now in use as a cab booking office. It was signwritten in the original 1934 view 'Reffells Bexley Brewery Ltd'. The house on the left was originally built for Henry Refell.

Café at Ilchester near the naval air station, then Weyhill, Andover (Penton Corner), Gills(?) where overnight stops were sometimes taken. The last stop before London was Berts at Bagshot and a stay in London would mean a café in Arnos Grove, owned by a Greek, where the wagon could be parked in the street.

This was, of course, at the time when a juke box in the corner, pumping out wonderful rock and roll, was a fixture at the transport cafés and, along with attractive young waitresses, this was a wonderful experience for a young lad! When empty, essential raw materials were collected for return to the works, including steel from Mcreadys Metal in Pentonville Road, copper from Enfield Rolling Mills and precious metals from Smiths of Clerkenwell, or further afield for raw aluminium castings from Walsall or

Wolverhampton foundries.

At the age of 16, David went off to college in Plymouth, by which time a bonneted Scammell had replaced the ERF. This was followed by a Karrier, which was found inadequate, then a troublesome AEC Mercury, which proved a handful in the narrow lanes, eventually settling on a trusty TK, which was still around at the time of Leonard's death in 1985. David then continued the business with his mother for a few years and bought an AWD (TL) to replace the TK. This was followed by a Renault Midliner 7.5-tonner, which was replaced, following an overloading offence, by an Iveco 11-tonner, which was kept for around six years.

The current workhorse, another Midliner, a 13-tonner, was purchased from Devon County Commercials of Exeter in 1999, the longest stay



Above: A happy David Kerslake loading the still immaculate 1999 Renault Midliner, using a Mitsubishi 1.8 tonne fork lift of similar vintage in May 2016. The traditional stillages contain Selwood Pump Body Castings, sometimes known as volutes, ready for despatch to Eastleigh.

of any of the varied fleet. These days Knibbs still does occasional work on replacement parts for old Hobart machines, but is otherwise fully committed, supplying machined castings to Selwood Pumps at Eastleigh. Around one hundred separate components are dealt with, and finished parts are exchanged for raw castings on the regular trips to Hampshire, the supplying foundry being J & J Siddons of West Bromwich, a long established business.



Above: This article would not be complete without a copy of Mike Jeffries' painting of AKP 499 at the Woodman, Blackfen, Sidcup. This attractive pub, in the arts and crafts style, was built by Reffells in 1931, to replace the original building, built in 1845 for George Staples, a 'Woodman'. Mike painted this in his studio in Brixham Devon, just prior to moving to Bexley for a short spell, when he enjoyed a pint here. Ironically in 2008, around the time the painting was completed, the new landlord decided to rename the pub the 'George Staples'. The painting was commissioned before a good photograph of these drays was found, so it is a case of 'artistic licence'. However, that does not distract from a stunning picture. Copies of this and many of Mike's other paintings are available via 'Red Bubble', which includes a variety of other accessories.

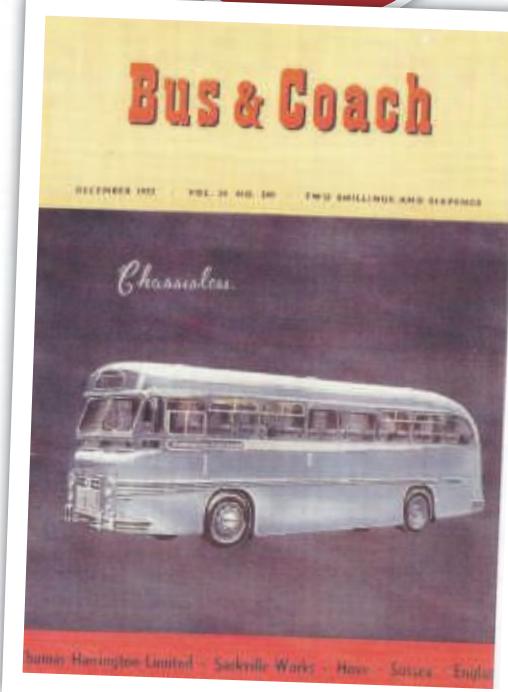
Acknowledgements:

- The staff at Bexley Local Studies
- The staff at London Metropolitan Archives
- The staff at The Kent History & Library Centre, Maidstone
- David Kerslake (I Knibbs & Son Ltd, Engineers, Penpool Mill, Mawman, Falmouth) Bob Crawley, WHOTT Archive
- REVS (ERF Historic Vehicles.co.uk)
John Reffell, The Reffell Family History Website
- Phil Moth (PM photos)
- Jim Packer (Bexley Pubs, published by Bexley Libraries & Museums 1995)
- North West Kent Family History Society

50 Years Without HARRINGTON

Part Three

To follow **Malcolm Wright's** 50 nostalgic pictures of Harrington-bodied buses and coaches, marking 50 years since the Hove-based coachbuilder closed, here we have a listing of all known preserved vehicles with Harrington bodies, plus a selection of pictures of some of them and more period adverts for the company's products.



Above left: This Harrington C41C-bodied Leyland Tiger Cub, MMR 553, is preserved in its original livery of Silver Star of Porton Down, which provided a lot of services for army personnel. It was seen at the Buses Festival at Gaydon in August.

Above right: An advertisement for the Harrington Chassisless 'Contender'-style body, usually built on Commer running gear, well-known in the BOAC fleet, but otherwise not very successful.

A LISTING OF KNOWN PRESERVED HARRINGTON BODIED VEHICLES

Registration Number	Date	Chassis	Capacity	Style	Original Owner	Latest Recorded Owner
DL 9015	1934	Dennis Ace	B20F		Southern Vectis 405	Priddle, Farnham
FM 9984	1936	Leyland Tiger TS7	C32F		Crosville K101	Moores, Diseworth
KD 5296	1929	Leyland Tiger TS2	C31F	(rebodied 1939)	James, Wavertree	Webster, Lower Southrepps
LJ 9501	1934	Albion Valiant	C32F	(rebodied 1947)	Charlies Cars 57	Farrall, Chester
AOW 383	1937	AEC Regal	C33F	(rebodied 1950)	Summerbee, Soton	Annett & Porter, Innersdown
CUF 404	1936	Leyland Cub KPZ1	C20F		Southdown	Stokes, West Wellow
CXN 247	1936	Albion B118		commercial	Post Office	On Display at Amberley Musm
DKT 11	1937	Leyland Tiger TS7	C32F		Maidstone & District	Peers, Bradford
DKT 16	1937	Leyland Tiger TS7	C32F		Maidstone & District	Gibbons, Maidstone
DKT 20 (YKT959B)	1937	AEC Regal		recovery vehicle	Maidstone & District	Howe, Polegate
DUF 179	1937	Leyland Tiger TS7	C32R		Southdown	Ensign, Purfleet
EUX 959	1949	Commer Commando	C30F		Smith, Trench	Alansway Coaches, Heathfield
EYA 923	1939	Leyland Cheetah	C31F		Porlock Blue	Clayton, Banyards
FUF 181	1939	Dennis Falcon	B30C		Southdown	Priddle, Farnham
GDM 494	1950	Leyland Tiger PS2/3	C33F		Wakley, Northop	Cowdery, East Markham
HVJ 583	1951	Leyland Tiger PS2/3	C35F		Wye Valley, Hereford	Wheatley, Kenilworth
JAP 698	1954	Harrington-Commer	C41C		Demonstrator	Webster, Lower Southrepps
JFV 527	1955	Harrington-Commer	C41C		Abbots, Blackpool	Ashcroft & Williamson, Preston
JYC 855	1948	Leyland Tiger PS1	C33F		Porlock Weir M S	Burdett, Corley
KCD 697	1949	Albion Victor FT3AB	C26F		St Dunstans, Brighton	Chamberlain, Cobham
KDD 38	1950	AEC Regal III	FC33F		Soudley Valley	Helliker, Stroud
KHJ 999	1955	AEC Reliance	C26C		Nicholls, Southend	Johnston, Sanderstead
KYD 151	1949	AEC Regal III	C33F		Hawkins, Minehead	Waldron, Bromsgrove
LUF 828	1952	Leyland Royal Tiger	C41C	Wayfarer 1	Southdown 828	Elliot & Burtonshaw, Chichester

A LISTING OF KNOWN PRESERVED HARRINGTON BODIED VEHICLES CONT.

MMR 552	1955	Leyland Tiger Cub	C41C	Wayfarer 2	Silver Star, Porton Down	Silver Star Group, Chandlers Ford
MMR 553	1955	Leyland Tiger Cub	C41C	Wayfarer 2	Silver Star, Porton Down	Dawes, Dewsbury
MSU 252	1956	Ford 502E	B20F	(ex unregistered)	BAC Filton	Hilton, Hitchin
MYA 590	1950	Leyland Comet	C29F		Hawkins, Minehead	Batten & Prince, Stoneleigh
NKN 650	1951	Commer Avenger 1	C16F	'Knightrider'	Maidstone & District	Harrington Society, Worthing
ORL 357	1951	Commer Avenger 1	C33F		Skinner, Milbrook	Downes, Oswestry
OUH 107	1958	AEC Reliance	C39F	Wayfarer 4	Western Welsh 107	Cardiff Transport Pres Group
PCK 618	1961	Leyland Leopard L2	C32F	Cavalier	Ribble 1036	Prescott, Fulwood o/l to Ribble Tr
PFR 747	1959	Bedford SB1	C-F		Abbots, Blackpool	Webster, Lower Southrepps
PPF 492	1951	AEC Regal III	C37F		Surrey, Sutton	Hurley et al Worthing
RGV 111	1961	AEC Reliance	C37F	Cavalier	Mulley	Mulley, Ixworth
TCK 726	1963	Leyland Leopard PSU	C49F	Cavalier 36	Ribble 726	Fenner, Fulwood o/l to Ribble Tr
TKM 322	1954	AEC Reliance	C37C	Wayfarer 2	Maidstone & District	Gibbons, Maidstone
TUH 7	1960	Albion Nimbus NS3N	DP30F		Western Welsh 7	Dixon, Stanley
TUH 13	1960	Albion Nimbus NS3N	DP30F		Western Welsh 13	Cardiff Transport Pres Group
TUH 14	1960	Albion Nimbus NS3N	DP 30F		Western Welsh 14	Young, Thurso
UKN 207	1955	Harrington-Commer	B42F		Maidstone & District	Gibbons, Maidstone
URE 281	1950	AEC Regal III	FC33F		Lymer, Tean	Hine, Cheadle
VHO 200	1959	Seddon Mk 19	C41F	Wayfarer 4	Liss & District	Thornes, Hemingbrough
VRF 372	1951	Foden PVRF6	C41F	Wayfarer 1	Bassett, Tittensor	Webster, Lower Southrepps
WWN 191	1960	AEC Reliance	C41F	Cavalier	Neath & Cardiff	Hier, Swansea
YDK 590	1961	AEC Reliance	C37F	Cavalier	Yelloway, Rochdale	Museum of Transport, Manchester
YSU 898	1958	Ford 532E	C-F	(ex 958BTO)	Boots, Nottingham	Carless, Wells
YYB 118	1957	Dennis Lancet UF	B42F		Hutchings & Cornelius	Webster, Lower Southrepps
2703 CD	1961	Leyland Leopard L2	C28F	Cavalier	Southdown	Robins, Halnaker
2722 CD	1961	Leyland Leopard L2	C37F	Cavalier	Southdown	Baker, West Hoathly
2724 CD	1961	Leyland Leopard L2	C41F	Cavalier	Southdown	Burtenshaw, Chichester
2726 CD	1961	Leyland Leopard L2	C41F	Cavalier	Southdown	Watts, Crowborough
6692 KH	1960	Leyland Tiger Cub	C41F	Cavalier	East Yorkshire	Pearson, Doncaster
477 AOP	1960	AEC Reliance	C29F	Cavalier	Flights, Birmingham	Millington, Horsforth
70 AUF	1962	Commer Avenger IV	C-F	Crusader 1	Southdown	Historic Racing Association
253 BKM	1958	AEC Reliance	B42F		Maidstone & District	SO 253 Pres Group, Swanscombe
381 BKM	1957	AEC Reliance	C-F	Wayfarer 4	Maidstone & District	Hier, Swansea



Above: A Harrington 'Wayfarer' coach on AEC Reliance chassis, which Maidstone & District had rebuilt with a bus-style front end.



Above: The classic Harrington Cavalier from the Southdown fleet. All these preserved coaches were pictured at the South East Bus Festival at Detling in recent years.



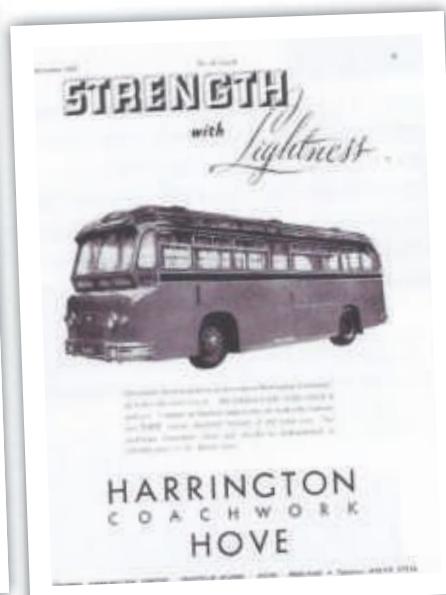
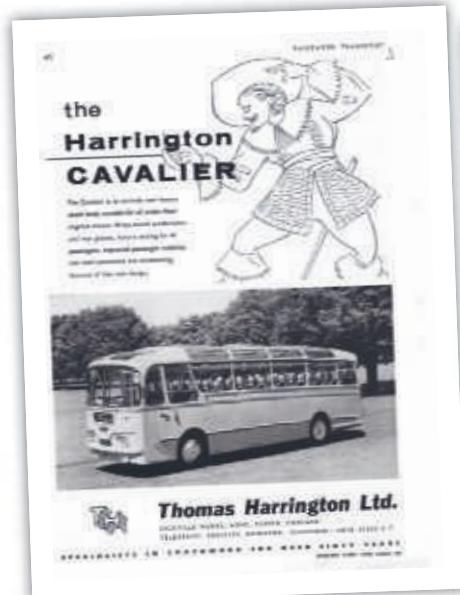
Above: This ex-Western Welsh 'Grenadier' offers a comparison of the front panel and longer side windows with the Southdown 'Cavalier'.



Above: This 'Cavalier', with 'Grenadier' front panel, was built to the narrower width of 7ft 6ins to work in Devon lanes, for Greenslades Tours.

A LISTING OF KNOWN PRESERVED HARRINGTON BODED VEHICLES CONT.

548 BUF	1963	Leyland Leopard L2	C-F	Cavalier 315	Southdown	Elliot & Burtonshaw, Chichester
824 BWN	1962	AEC Reliance	C-F	Cavalier	South Wales	South Wales Transport Pres Trust
326 CAA	1961	Bedford SB3	C41F		King Alfred	FOKAB, Winchester
151 DBX	1963	Albion Nimbus NS3AN	B31F		Davies, Pencader	Newman, Chipping Norton
749 DCD	1963	Leyland Leopard L2	C39F	Grenadier 3110	Southdown	Burtenshaw, Chichester
750 DCD	1963	Leyland Leopard L2	C28F	Grenadier 3110	Southdown	Kenzie, Shepreth
390 DKK	1958	AEC Reliance	DP40F	Wayfarer 4	Maidstone & District	Catchpole, Halling
403 DLD	1962	Bedford SB8	C41F		Fallowfield & Britten	Adkins, Upper Boddington
570 EFJ	1962	AEC Reliance	C40F	Cavalier	Greenslades	Tresham, Leighton Buzzard
410 FKL	1959	AEC Reliance	C41F	Wayfarer 4	Maidstone & District	Gibbons, Maidstone
419 FKL	1959	AEC Reliance	C41F	Wayfarer 4	Maidstone & District	Valentine, York
487 GFR	1964	AEC Reliance	C45F	Grenadier 36	Abbots, Blackpool	Webster, Lower Southrepps
432 LKE	1960	AEC Reliance	C41F	Wayfarer 4	Maidstone & District	Gibbons, Maidstone
308 LKK	1960	Albion Nimbus NS3AN	B30F		Maidstone & District	Clarke, Harpenden
315 LKK	1960	Albion Nimbus NS3AN	B30F		Maidstone & District	Yarnell, St Leonards
1 RDV	1964	AEC Reliance	C41F	Cavalier 315	Devon General	Platt, Dawlish Warren
2 RDV	1964	AEC Reliance	C41F	Cavalier 315	Devon General	Greet, Broadhempston
4 RDV	1964	AEC Reliance	C41F	Cavalier 315	Devon General	Greet, Broadhempston
7RDV	1964	AEC Reliance	C41F	Cavalier 315	Devon General	Warren, Matlock
699 RPA	1960	AEC Reliance	C41F	Cavalier	Surrey, Sutton	Hurley & Belton, Worthing
900 SAF	1963	AEC Reliance	C47F	Grenadier 33	Hawkey, Newquay	Graves & Godlement, Sevenoaks
25 TKR	1962	AEC Reliance	C41F	Cavalier	Maidstone & District	Smith, Maulden
28 TKR	1962	AEC Reliance	C41F	Cavalier	Maidstone & District	Pack, Crayford
769 TKR	1962	AEC Reliance 590	C-F	Cavalier 36	Ayers, Dover	Hawkins, Bridgend
100 VRL	1964	AEC Reliance	C43F	Grenadier 3110	Hawkey, Newquay	Thomas, St Austell
AMX 8A	1963	AEC Reliance	C51F	Cavalier 36	Valiant Ealing	Geminiani & Hatterley, East Ham
WTS 429 A	1962	Commer Avenger IV	C35F	(ex 60 AUF)	Southdown	Historic Racing Association
ABO 145B	1964	AEC Reliance	C36F	Grenadier 3110	Western Welsh	unknown
ABO 147 B	1964	AEC Reliance	C40F	Grenadier 3110	Western Welsh	Jones, Chepstow
AFJ 77 B	1964	AEC Reliance	C41F	Cavalier 315	Greenslades Tours	Falmouth Coaches
AFJ 86 B	1964	AEC Reliance	C41F	Cavalier 315	Greenslades Tours	Joseph, Ilford
BCJ 710 B	1964	Leyland Tiger Cub	C45F	Grenadier 3110	Wye Valley, Hereford	Hughes, Llandudno
EDS 548 B	1964	Leyland Leopard	C49F	(ex 6733 DK)	Ellen Smith, Rochdale	Norman, Hull
BVO 9 C	1965	AEC Reliance	C51F	Grenadier 36	Barton	Barlow, Nottingham
CDK 409 C	1965	Bedford VAL 14	C52F	Legionnaire 2	Yelloway, Rochdale	Legionnaire Group, Strood
CDK 448 C	1965	Leyland Leopard	C49F	Grenadier 36	Ellen Smith, Rochdale	Rogers, Kidderminster
CDK 853 C	1965	AEC Reliance	C45F	Cavalier 36	Yelloway, Rochdale	Elliot, Golborne
CNW 155 C	1965	Bedford VAL 14	C44F	Legionnaire 2	Heaps, Leeds	Kenzie, Shepreth
CYD 724 C	1965	AEC Reliance	C41F	Grenadier 3110	Hutchings & Cornelius	Taylor, Yeovil
FUU 84 C	1965	AEC Reliance	C-F	Grenadier 36	Motorways, London	Gilkes, West Kingsdown
HLP 10 C	1965	AEC Reliance	C51F	Grenadier 36	Surrey, Sutton	Pack & Cullum, Crayford





1



3



2

Above 1-3: A Harrington 'Crusader' on a Bedford SB from the King Arthur fleet, a 'Grenadier'-bodied AEC Reliance of Hawke of Newquay at Gaydon, and a Harrington line-up at Detling this April to commemorate '50 Years without Harrington'.

A LISTING OF KNOWN PRESERVED HARRINGTON BODIED VEHICLES CONT.

JNK 681C	1965	Ford 676E	C52F	Legionnaire 2	Capital, London	Legionnaire Group, Strood
KTC 330 C	1965	AEC Reliance	C41F	Grenadier 3110	Warburton, Bury	Hearson, Chesterton
MMY 991 C	1965	AEC Reliance	C51F	Grenadier 36	Valiant Ealing	Mulpeter, Seaford
FKL 129 D	1965	AEC Reliance	C47F	Grenadier 36	Maidstone & District	Comford, Bexhill
FNU 478	1950	Johnstone Midget		(AEC Regal)		Wren, Kingsbury
FPM 404	1950	Johnstone Midget				Price, Walsall
GNP 1	1949	Johnstone Midget				Price, Walsall
HTM 112	1950	Johnstone Midget				Costain, Dunstable
KTG 24	1950	Johnstone Midget				Buckle, Great Yarmouth
MTB 982		Johnstone Midget				Roberts
ex KCD 311	1950	Johnstone Midget		(Guy Arab)		Booth, Rolvenden Motor Museum
HXW 626	1947	Maudslay Marathon		horsebox	Southern Railway	Paker, Holbeach
SLO 24	1956	Commer Avenger III			Post Office	Leach, Huthwaite
72 MMJ	1964	Bedford VAL 14		transporter	Taylor, Meppershall	Thomas, Southrepps
LMG 952 C	1965	Bedford VAL 14	C50F	(Italian Job repl)	Interline, London	Davies, Lower Earley
FSR 807	1947	Commer Q4	C30F		Ritchie, Forfar	Lubbers, Zwolle, Netherlands

The following vehicles have disappeared from listings despite previous preservation and any sightings would be welcome:

UKN 210	1955	Harrington-Commer	B42F		Maidstone & District	last listed 2012, Gibbons, Maidstone
417 FKL	1959	AEC Reliance	C41F		Maidstone & District	last listed 2012 unknown
437 FLY	1963	AEC Reliance	C41F	Cavalier 315	Orange	last listed 2012
477 GFR	1964	AEC Reliance	C51F	Grenadier 36	Abbott, Blackpool	Webster, Lower Southrepps
666 SHU	1963	Leyland Leopard L2	C43F	Cavalier 315	Marden, Bristol	
207 VHX	1959	Albion MRIIL		Wayfarer 4		
CHA 910 C	1965	Leyland Tiger Cub	C41F		Gliderways, Smethwick	

Vehicles not listed as preserved but mentioned by Harrington listings as still in existence 2012:

NYV 435	1954	Bedford SH		Fire Appliance	roadworthy	
TJG 440	1960	Ford Thames		Crusader 1	roadworthy/converted to camper June 2000	
YLF 361	1959	Bedford SB8		Crusader 1	derelict in a scrapyard	
TUH 11	1960	Albion Nimbus NS3			caravan conversion in poor condition	
2708 CD	1961	Leyland Leopard L2			caravan conversion	
XPM 365	1962	Commer Avenger IV		Crusader 1	rebuilding as a camper	
TCK 719	1963	Leyland Leopard		Cavalier 36	derelict	
5RDV	1963	AEC Reliance 470		Cavalier 315	racing vehicle unsold by 2005	
8 RDV	1963	AEC Reliance 470		Cavalier 315	possible caravan conversion	
455 GYR	1963	Leyland Leopard L2		Cavalier 315	awaiting restoration in Ireland reg RMI 154	
556 GXX	1964	AEC Reliance 470		Grenadier 3110	u/nkown	
BOF 858 C	1965	AEC Reliance 470		Grenadier 3110	derelict/car transporter	

BRS68

This event continues to be most successful, as Robin Masters gathers nearly all the vehicles preserved in BRS liveries – plus a few ‘interlopers’, of course.

The biennial gathering of British Road Services lorries and people was held at Lincolns Farm Café on Sunday, 17th, and was a great success. **Mike Forbes, Barry Fenn and Malcolm Ranieri** were there.

There is a lot of interest in all things BRS, from ex-employees and many other enthusiasts, and this gathering attracts a good crowd, who come to see the vehicles and have a chat with old friends over tea

and breakfast at the café. The sun shone, the vehicles gleamed – it was anything but a sea of red – and everyone had a good day. Thanks to Robin and all his helpers!



(1): Robin Masters arrives for BRS68 at Lincolns Farm Café, along the A452, in his Bristol HG6L, 221CWL, complete with draw-bar trailer – the classic BRS long-distance motor. **(MR)** **(2)**: New on the scene this year, as far as we know, VOM 174 is another Bristol HG6L eight-wheeler, fleet no FB5 of Rugby depot, seen on its way into the vehicle park. **(BF)** **(3)**: Previously seen in dark green, this 1951 Guy Otter Diesel four-wheeler, OHT 430, is now back in the BRS red livery in which it worked from Bristol depot. It was lined up next to another Bristol eight-legger, ROG 687, which has the Eastern Coachworks cab, contrasting with the Longwell Green cab of the other two. **(MF)** **(4)**: Looking good, back in its Pickfords livery, VXR 621 is one of the many Scammell Highwayman tractor units, sporting the ‘cycle wings’ which the company favoured. **(MF)** **(5)**: On its way into the gathering and looking most workmanlike in its primer finish, EYH 923J is a later ex-Pickfords unit which regularly appears at rallies. **(BF)** **(6)**: Back to the early days of BRS, these two lorries represent vehicles taken over by BRS, the Thornycroft Sturdy Diesel in Rugby Transport livery and Leyland Hippo six-wheeler in Davis Bros colours, both carrying their new operator’s insignia. **(MF)** **(7)**: Morton’s of Coventry, specialists in car transport, was taken over by BRS, but the pale green livery was retained. The company’s Commer ‘C’ Series and later MAN 16-240 have been preserved. **(MF)** **(8)**: This Seddon 15/10 four-wheeler, 921 FH, in the livery of Craddock Bros of Coven, Staffordshire, provided another splash of a different colour. **(MR)** **(9)**: BRS in miniature – a splendid large-scale model of an ERF tipper joined its big brothers on display.

Stradsett Vintage Rally

Mike Gosling also visited this rally over the May Bank Holiday weekend, a good show where he found plenty of variety to suit all tastes and managed to photograph a selection of the commercial vehicles, before the rain came down...



This Leyland Beaver has been restored as a brewery dray in the livery of Charles Wells, still based in Bedford.

1940s in East Anglia

The East Anglian Transport Museum at Carlton Colville held a 1940s event back in May. **Mike Gosling** went along and sent us some pictures.



1: The only surviving Crellin-Duplex half-deck coach, JVB 908, built in 1951 on a Leyland Royal Tiger chassis, is now in the care of the East Anglian Transport Museum and back in its original Homeland Tours of Croydon livery, having been restored over many years by Robin Jenkinson, whose series on his life as a signwriter appeared in *Vintage Roadscene* a few years back. **2:** This lovely little Morris-Commercial LC3 dropside lorry was seen at Carlton Colville, alongside the military visitors. **3-4:** The Carlton Colville museum is well-known for its trolleybus and tramway circuits. Here we see London Transport C2 Class, 260, CUL 260, a 1936 AEC 664T/Metro-Cammell and 1521, FXH 521, an L3 Class AEC/Metro-Cammell, dating from 1940, now in Wartime livery, but actually the last trolleybus in operation in London in 1962, along with Blackpool double-deck standard tram no 159, at the 'terminus', ready for their next runs. **5:** A group of staff cars, pick-up and Jeep in the Norfolk Military Vehicle Group. The presence of large numbers of American 'Forces' in East Anglia for many years from the 1940s onwards has led to a high level of interest in these vehicles. **6:** The museum is active in the restoration of trolleybuses and other vehicles. Here we see two Weymann-bodied BUTs, ex-Brighton, later part of the Maidstone Corporation fleet LCD 52, and BDY 809, from the Hastings fleet, undergoing a rebuild.



Looking very basic, with the door open on its upright wooden cab, this Ford Model 'T' truck was taking part in the parade round the ring, before the rain came down.



The Bedford TK in its many guises is a popular vehicle in preservation, like this 7½-tonner in the livery of a coal merchant from Northwold, near Thetford. The editor remembers many happy miles in a similar vehicle back in the 1970s...

The event was well-attended, with many people taking the opportunity to dress up in period costume, says Mike. The Norfolk Military Vehicle Group were there, along with many private entries and, of course, the museum's own vehicles.



One of Bathgate's finest, a nicely-restored Leyland Clydesdale tractor unit, now fitted with a ballast box, in the line-up of commercials at Stradsett.

Leisure Lakes Lovelies

Barry Fenn has sent us pictures of some 'gems' which he saw when he visited the Leisure Lakes Rally at Tarleton in Lancashire on 24th July. This has replaced the 'Riverside' Rally, held at Bank, near Southport. He says the new site seems better and the rally continues to raise a lot of money for charities.



Above: Atkinson's Atkinson? The Preston-based operator of this Borderer has an appropriate name. PTD 190G really looks the part, with an 0-4-0 saddle tank engine on its low-loader trailer.



Above: A fine line-up of immaculate Fodens, which are still at work for Howards fun fair. Left to right, 4275, OIL 3626, 4400, E840 ERY and Alpha AE51 TEO are a credit to their operator.



Above: At the other end of the scale is this Reliant 'Ant' three-wheeled tipper. Now in a builder's colours and towing one of those little 'teardrop' caravans, this vehicle probably dates from the time when local councils were saving money by running vehicles like this, which were also popular in Greece at the time.

Commercials at Hollowell

Mike Forbes and **Berry Fenn** visited the Hollowell Steam & Heavy Horse Show in Northamptonshire in July and found an interesting selection of commercial vehicles.

The Hollowell event is well-established on the rally calendar and attracts a good selection of vehicles of all types. There was a good

number of military vehicles of different types on display and an interesting cross-section of lorries, large and small, old and not so old, as well as steam engines and all the usual rally attractions.



- 1: Among the army lorries 'on parade' at Hollowell was this Bedford OYD GS (General Service) 3-tonner, nicely restored to its original condition. (MF)
- 2: Not seen before and one of the older vehicles on display was this Leyland, with its solid tyres, oil lamps and open-fronted cab. (BF)
- 3: One of the larger lorries at Hollowell was the Foden S21 eight-wheeled tipper, beautifully-restored in Hoveringham's orange livery, by the Pearsons of Coventry, who had several of their Fodens on display, including the S20 in the background. (MF)
- 4: This Ford DA1011 tractor unit has been seen at many rallies, but this time had a restored Fordson Major tractor on its low-loader trailer. (MF)
- 5: In spite of most of them having been worked to death, Ford Transits, like this immaculate-looking single-rear-wheel dropside, are appearing at rallies these days. (MF)
- 6: An example of the early Land Rover Series I fire appliance, NTP 229 in the livery of the GEC Broadoaks Works, in Portsmouth, where the vehicle was registered in 1956. (MF)
- 7: Gallone of Northampton has a number of what we might now think of as classic vans in its fleet of ice cream 'mobiles'. Here is a 1967 Commer 'Walk-Thru', FVV 100E, with a coachbuilt body, still at work on the rally field. (BF)

Albions and Others at Scorton

Keith Baldwin and **Barry Fenn** vited the Scorton Rally, which featured a gathering of Albions, as well as all sorts of other commercials, including modern vehicles, cars, motor-cycles, steam engines, all the fun of the fair, even lawn mower racing, stalls and all sorts. There was plenty to see in mainly good weather, including a road run around Lancashire roads on the Saturday.



1: See on the road run on Saturday was 1936 Albion K127, BTB 429, with the typically square-styled pre-war forward control cab. (KB) 2: A more modern Albion on the run, YWU 319G, a 1969 platform-bodied Clydesdale, in the livery of Central Market, Pershore, Worcestershire. (KB)

3: This 1946 Albion FT3L platform lorry has been restored by Paul Fox from South Wales, complete with a period road-rail furniture container, which makes a great promotional vehicle for the company. (KB) 4: The well-known 1954 Albion HD57L eight-wheeled tanker, KWF 962, restored in its original Bulwark Transport livery, was also seen on the run. (KB) 5: Two lightweight 1970s-80s Bedfords seen at the Scorton rally offer a comparison between the TK and TL cab styles. (BF) 6: This Singer car-derived 5-7 cwt van would have been unusual even when it was new, so it is a remarkable survivor and most attractive as well. (BF) 7: Unlike to be seen on the road, but this Lister Auto-Tug is typical of many which offered transport around factories and yards for many years and deserves its place in vehicle preservation. 8: A classic Albion Chieftain FT37, KAG 288, in a classic livery, beloved of many Scottish beer drinkers, complete with a load of wooden barrels – couldn't be better... (KB)

9: A lovely 1920s normal control Albion tipper, in the livery of Francesco Carnevale of Barnsley, seen on display at the Scorton rally.

Leyland Gathering

Keith Baldwin went to the 120th Anniversary Leyland Gathering, which was held inside the Leyland works complex, rather than the museum. In spite of being mentioned in various diary entries, many enthusiasts did not realise this was a ticket-only event, but there was still the chance of photographing the vehicles on their way in...



1: This 1934 Leyland TC9 platform lorry, BKC 172, carrying a period diagonally-boarded container, was originally used for tram, then bus recovery by Liverpool Corporation.

2: A 1963 Leyland Badger tractor unit, SVV 140, once with Wrefords of Northampton, but restored by the William Hunter Collection to ex-factory specification in primer.

3: The 1934 Leyland Lion LT5A with single-deck Leyland bus body, TJ 6760, from the Lytham St Annes fleet, has been in preservation for many years, but looks as if it has been re-painted recently.

4: The registration, EKX 895K, suggests this 1972 Leyland Beaver tractor unit, now in the colours of J Fallon & Sons, was originally in the Esso Petroleum fleet.



Trans-Pennine

The 48th HCVS Trans-Pennine Run was held, as usual on the first Sunday in August and obviously blessed with good weather. The vehicles made their way from Birch Services on the M62 to the Stray at Harrogate. There was the usual impressive entry of interesting classic and vintage commercial vehicles, of which a selection appears here in pictures by Keith Baldwin and Roy Dodsworth.



Seen at the start is Bedford 'S' Type dropside, LYO 773, originally an Auxiliary Fire Service lorry, but now looking splendid in Jack Richards' jolly yellow livery. (KB)



Above: This Albion Claymore pantechnicon, 424 WHU, carrying the name of P Sweeting of Wakefield, was on the run with the same owner's Guy Otter Diesel, still carrying the lovely 'Silentnight' signwriting on the same livery. (KB)



Above: Also seen at the start, another Albion, an LAD-cab Clydesdale dropside, now registered CTJ 152B, restored to its original livery, as one of the Albion works fleet, when it was used on trade plates, next to the Seddon 32-4 tractor unit in Ambrose Wood & Sons livery. (RD)



Above: A contrast in LAD cabs; Leyland Comet, 78 UUR (Hertfordshire, 1963), in the livery of SD Transport of Cottingham, East Yorkshire, is also seen at the start. (RD)



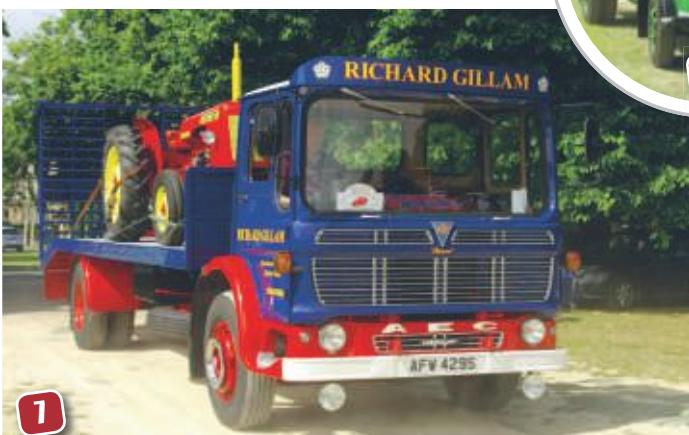
Above: A notable feature of this year's Trans-Pennine Run was a number of classic American pick-ups. Here, a 1950s Dodge is being towed on a 'spectacle plate' by a 1967-registered short wheelbase Chevrolet. (KB)



Above: With its crew dressed as 'Laurel & Hardy', this Ford Model 'T' platform lorry made it from the start here at Birch Services, to the Stray at Harrogate. (RD)



Above: This Leyland Lynx, JXW 157, looks like a working vehicle which has stopped off at Harrogate mid-journey. (RD)



1: Next to the Lynx was this 1937 Guy Wolf hand-cranked tipper, EUB 725, which had earlier been seen at the 'Cart-Marking' ceremony in London. This also looks as if it has had the minimum of restoration. It's nice to see some vehicles in this sort of original state. **(RD) 2:** Another vehicle which remains in its original state, SRP 616N is a 1974 Volvo F86 six-wheeler with lifting rear axle. Complete with its Cranford demountable bulk potato container, it worked between a Daventry farm and 'Golden Wonder' at Leicester until 1989 and parked in a shed until 2015. **(RD) 3:** Another 'modern classic' but one which has been extensively refurbished, a Scania 111 tractor unit, XUX 158S, from 1978, followed by a newer Scania 112 tractor unit. **(RD) 4:** A snub-nosed 1935 Bedford WTL, BRS 896, finished in Tetley Brewery livery by Steve Hullah from Ripley, Yorkshire. **(RD) 5:** In contrast, RN 5633 is a Bedford WLG, with the longer bonnet, here followed by a K-Type with the later style of grille and bonnet. **(RD) 6:** This Atkinson with the Mk I cab, 7494 JI (Co Tyrone, around 1962), together with its single-axle trailer, has been restored in the livery of Northern Ireland Trailers Ltd. **(RD) 7:** Now in the livery of Richard Gillam of Yorkshire and carrying a David Brown tractor, AFV 429S, an AEC Mercury with beaver-tail bodywork, was previously in the preserved fleet of R C Jeffery. **(RD) 8:** In the livery of Wheelwright Bros of Mytholmroyd, alongside Morris-Commercial CVF, EYG 285, is this FV, KNY 295. Both were on the run together. **(RD) 9:** To finish, here's part of the William Hunter Collection, lined-up on the Stray, DCK 255C, a platform-bodied LAD-cabbed Leyland Beaver, 9785 FD, an Albion Chieftain 'Super Six' and NUW 252, a 'Blue Circle' Leyland Comet.

Rally Diary

Here is a selection of events being held during the coming month which we think will be of interest to Vintage Roadscene readers.

Please check details with organisers before travelling long distances. Vintage Roadscene publishes this listing in good faith and cannot be held responsible for any changes or inaccuracies in the information given.



The 2016 rally season is now drawing to a close, but there are still plenty of events being held, as you can see in this Rally Diary, covering the weekends between the publication dates of this and the next issue. Next time, we'll cover the end of year and winter events.

If you're organising an event which would be of interest to Vintage Roadscene readers, please let us know the details for future diary pages. Let us hope the weather is kind and everyone enjoys their days out, wherever they go. Please let us know if you particularly enjoyed an event – or if you were disappointed – and don't forget to take your camera and if you see anything interesting, send us a picture for our future Rally Scene pages...

SEPTEMBER

16-18th September – 60th Bedfordshire Steam & Country Fayre, Old Warden Park, near Biggleswade, Bedfordshire SG18 9DX, 01462 851711
e-mail: show@bseps.org.uk
www.bseps.org.uk

16-18th September – Stoke Prior Steam Rally, Little Intall Fields, Stoke Pound Lane, off Hanbury Road (B4091), Stoke Prior, Bromsgrove, Worcestershire B60 4LF, 01527 575003
e-mail: keithshakespeare@aol.com
www.shakespearerally.com

17th September – Tank 100th Anniversary, The Tank Museum, Bovington, Wareham, Dorset BH20 6JG, 01929 405096
e-mail: info@tnkmuseum.org
www.tankmuseum.org

17th/24th September + 1st/8th/15th October – Fairground at Night, Holycombe Working Steam Museum, Iron Hill, Midhurst Road, Liphook, Hampshire GU30 7LP, 01428 724900
e-mail: info@hollycombe.co.uk
www.hollycombe.co.uk

17-18th September – Classic Vehicle Gathering, Rural Life Centre, Reeds Road, Tilford, Farnham, Surrey GU10 2DL, 01252 795571
e-mail: helen@rural-life.org.uk
www.rural-life.org.uk

17-18th September – 42nd Grand Henham Steam Rally, Henham Park, near Southwold, Suffolk NR34 8AQ, 01502 578053
e-mail: info@henhamsteamrally.com
www.henhamsteamrally.com

17-18th September – Royal County of Berkshire Show, Newbury Showground, Chieveley, J13 M4, Berkshire RG18 9QZ, 01635 247111
e-mail: office@newburyshowground.co.uk
www.berkshireshow.co.uk

17-18th September – SEAMS Vintage Gathering, Fishers Farm Park, Wisborough Green, West Sussex RH14 0EG, 07702 204413
e-mail: alangoodchild@uwclub.net

17-18th September – Truckfest North West, Cheshire Showground, Flittigate Lane, Tabley, Knutsford, Cheshire WA16 0HJ, 01775 768661
e-mail: info@livepromotions.co.uk
www.livepromotions.co.uk

17-18th September – Vintage Excavator Working Weekend, Threlkeld Quarry & Mining Museum, Threlkeld, Keswick, Cumbria CA12 4TT, 01768 779747
e-mail: threlkeldquarrymuseum@btconnect.com
www.threlkeldquarrymuseum.co.uk/vintage-excavator-trust

17-18th September – Little Casterton Working Weekend, Hall Farm, Little Casterton, Rutland PE9 4BE,

01780 763254
www.knight-ltd.co.uk/lcww.htm

17-18th September – 9th Birkenhead Festival of Transport, Birkenhead Park, Wirral, Merseyside CH41 4HY, 0151 678 3597
www.bheadtransportfest.com

17-18th September – Salute to the 40s, The Historic Dockyard, Chatham, Kent ME4 4TZ, 01634 823816
e-mail: aalmond@chdt.org.uk
www.thedockyard.co.uk/salutetotheforties

17-18th September – European Trolley Weekend, The Trolleybus Museum, Belton Road, Sandtoft DN8 5SX, 01724 711391
e-mail: trolleybusmuseum@sandtoft.org
www.sandtoft.org

17-18th September – 17th North Rode Transport Show, Station Road, Bosley (off A54) near Congleton, Cheshire CW12 2PH, 07759 603168
e-mail: nigelmooss-northrode@gmx.co.uk

18th September – Vintage Transport Gathering, East Lancashire Railway and Bury Transport Museum, Bolton Street Station, Bury, Lancashire BL9 0EY, 01617 647790
e-mail: admin@eastlancsrailway.org.uk
www.eastlancsrailway.org.uk
www.burytransportmuseum.org.uk

18th September – Autumn Transport Show, The British Commercial Vehicle Museum, King Street, Leyland, Lancashire PR25 2LE, 01772 451011
e-mail: enquiries@britishcommercialvehiclemuseum.com
www.britishcommercialvehiclemuseum.com

23-25th September – 11th Miniature Rail & Road Steam Rally, Pembrey Country Park, Pembrey, Carmarthenshire SA16 0EJ, 07970 597412
e-mail: r.rayner@mawwfir.gov.uk

24th September – Lincoln Autojumble, Hanger 1, Hemswell, Lincolnshire DN21 5TJ, 07816 291544
e-mail: lincolnautojumble@hotmail.co.uk
www.lincolnautojumble.com

24th September – Tinkers Park Open Day, Hadlow Down, near Uckfield, East Sussex TN22 4HS
e-mail: info@tinkerspark.com
www.tinkerspark.com

24-25th September – Trolleybus Weekend, East Anglia Transport Museum, Chapel Road Carlton Colville, Lowestoft, Suffolk NR33 8BL, 01502 518459
e-mail: eatm.events@gmail.com
www.eatransportmuseum.co.uk

24-25th September – 40th Vintage Tractor Rally, St Judes Farm, Haynes, Bedfordshire MK45 3QR, 07971 052170



Pictured by Keith Baldwin at the Sandtoft 'Gathering' over the last weekend in July was this 1964 single-deck BUT trolleybus from Wellington, New Zealand, making its debut at the trolleybus museum's running days.

24-25th September – Kettering Vintage Rally & Steam Fayre, Cranford (alongside A14) Kettering, Northamptonshire NN14 4AW, 01536 500164
e-mail: michael@ketteringvintagerally.co.uk
www.ketteringvintagerally.co.uk

24-25th September – Kingsfold Steam, Vintage Rally & Kite Festival, Wattlehurst Farm, Kingsfold, Sussex RH12 3SD, 01342 327852
e-mail: chairman@wealdpower.co.uk

24-25th September – Festival of Transport, Wincanton Racecourse, Wincanton, Somerset BA9 8BJ, 07900 695620
e-mail: tonytc.2@btinternet.com

24-25th September – Quainton Traction Engine Rally, Buckinghamshire Railway Centre, Station Road, Quainton, Buckinghamshire HP22 4BY, 01296
e-mail: office@bucksrailcentre.org
www.bucksrailcentre.org

25th September – Rex Harvey Memorial Road Run, St Dennis Working Men's Club, St Dennis, Cornwall PL26 8AD
e-mail: lobb81@googlemail.com

25th September – Showbus International, Donington Park DE74 2RP, 07518 624034
e-mail: rally@showbus.com
www.showbus.com

25th September – Coldharbour Mill Steam Day, with WHOTT vintage feeder bus, Uffculme, Cullompton, Devon EX15 5EE, 01395 567795
e-mail: info@coldharbourmill.org.uk
www.busmuseum.org.uk

25th September – Normous Newark Autojumble, Newark Showground, Nottinghamshire NG24 2NY, 01507 529430
e-mail: info@newarkautojumble.co.uk
www.newarkautojumble.co.uk

25th September – Car Rally, Crich Tramway Village, Town End, Crich, near Matlock, Derbyshire DE4 5DP, 01773 854321
e-mail: enquiry@tramway.co.uk
www.tramway.co.uk

25th September – Autumn Autojumble, Grampian Transport Museum, Alford, Aberdeenshire AB33 8AE, 01975 562292
e-mail: info@gtm.org.uk
www.gtm.org.uk

25th September – Autumn Bus Show & Running Day, Amberley Museum & Heritage Centre, Station Road, Amberley, near Arundel, West Sussex BN18 9LT, 01798 831370
e-mail: office@amberleymuseum.co.uk
www.amberleymuseum.co.uk

25th September – Gaydon Autumn Classic, British Motor Museum, Banbury Road, Gaydon, Warwickshire CV35 0BJ, 01926 645029
e-mail: events@britishmotormuseum.co.uk
www.britishmotormuseum.co.uk

30th September-2nd October – Vintage Festival of Light, Ashover Showground, Milken Lane, Ashover, Chesterfield, Derbyshire S45 0AB, 07591 915104
e-mail: info@vintagefestivaloflight.org.uk
www.vintagefestivaloflight.org.uk



Among the wide variety of vehicles, buses, lorries and cars, attending the Sandtoft Gathering weekend was this smart Scammell Highwayman, 234 BGO, which probably originally worked as a fuel tanker for Shell or Esso, but is now in the livery of H Reid & Sons of Doncaster, with a van-bodied draw-bar trailer.

OCTOBER

1st October – Classic Vehicles Day, Ipswich Transport Museum, Old Trolleybus Depot, Cobham Road, Ipswich, Suffolk IP3 9JD, 01473 715666
e-mail: enquiries@ipswichtransportmuseum.co.uk
www.ipswichtransportmuseum.co.uk

1st-2nd October – Weekend Trolleydays, The Trolleybus Museum, Belton Road, Sandtoft DN8 5SX, 01724 711391
e-mail: trolleybusmuseum@sandtoft.org
www.sandtoft.org

2nd October – Bus & Classic Vehicle Rally, Oxford Bus Museum, Old Station Yard, Main Road, Long Hanborough, near Witney, Oxfordshire OX29 8LA, 07813 656030
e-mail: rp_statham@yahoo.co.uk
www.oxfordbusmuseum.org.uk

8-9th October – Tractor World Autumn, including Sunday road run, Newbury Showground, Priors Court, Hermitage, Thatcham, Berkshire RG18 9QZ, 01697 451882
www.tractorworldshows.co.uk

8-9th October – Fairground Organ Festival with Miniature Steam – Milton Keynes Museum, McConnell Drive, Wolverton, Milton Keynes, Buckinghamshire MK12 5EL, 07761 534095
e-mail: westbusker@yahoo.co.uk

8-9th October – Glasgow Vintage Vehicle Trust Open Day, Bridgeton Bus Garage, Fordneuk Street, Glasgow G40 3AH
e-mail: info@gvvt.org
www.gvvt.org

8-9th October – Power from the Past, Beamish Museum, Beamish, Stanley, Co Durham DH9 0RG, 0191 370 4000
e-mail: museum@beamish.org.uk
www.beamish.org.uk

9th October – Autumn Historic Transport Gathering, Amberley Museum & Heritage Centre, Station Road,

Amberley, near Arundel, West Sussex BN18 9LT, 01798 831370

e-mail: office@amberleymuseum.co.uk
www.amberleymuseum.co.uk

9th October – South Yorkshire Transport Museum Event Day, Unit 9, Waddington Way, Aldwarke, Rotherham, S65 3SH, 0114 255 3010
e-mail: info@sytm.co.uk
www.sytm.co.uk

13th October – Access All Areas, The Tank Museum, Bovington, Wareham, Dorset BH20 6JG, 01929 405096
e-mail: info@tnkmuseum.org
www.tankmuseum.org

15th October – Wheels by Lamplight, Ipswich Transport Museum, Old Trolleybus Depot, Cobham Road, Ipswich, Suffolk IP3 9JD, 01473 715666
e-mail: enquiries@ipswichtransportmuseum.co.uk
www.ipswichtransportmuseum.co.uk

15-16th October – The Big Orange, Museum of Transport, Boyle Street, Cheetham, Manchester M8 8UW, 0161 205 2122
e-mail: email@gmts.co.uk
www.gmts.co.uk

15-16th October – October Steam Party, Klondyke Mill, Draycott-in-the-Clay, Staffordshire DE6 5GZ, 01543 491485
e-mail: turner@tjerry9.orangehome.co.uk
www.nsctec.co.uk

16th October – Isle of Axholme Running Day & Rally, The Trolleybus Museum, Belton Road, Sandtoft DN8 5SX, 01724 711391
e-mail: trolleybusmuseum@sandtoft.org
www.sandtoft.org

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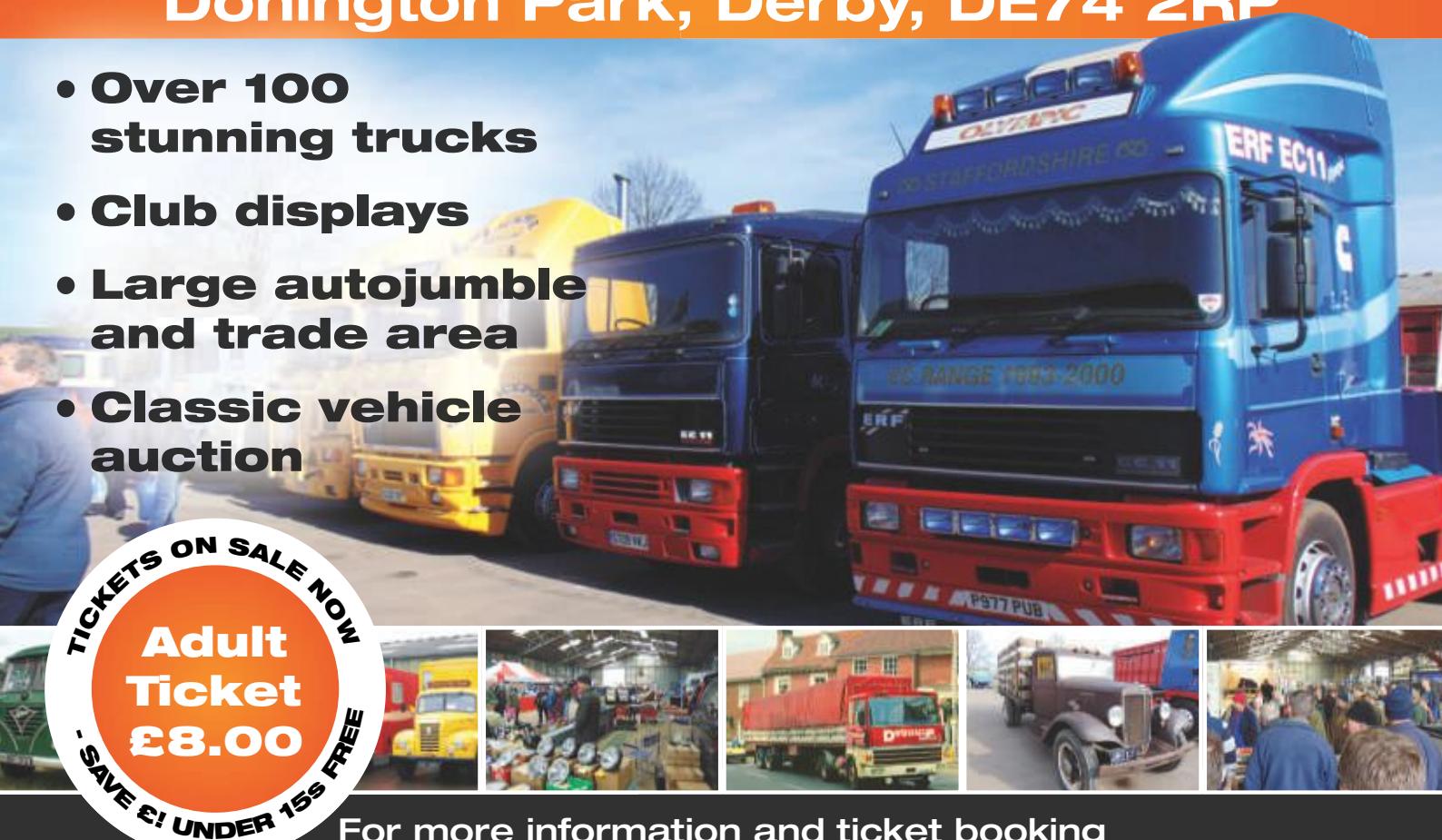
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HASLINGDEN NO 11

I'd like to add my comments to those of Alan Wilson in issue 202 and Mike Forbes' editorial in issue 201, regarding the Rawtenstall Corporation Leyland Titan PD2, now repainted in the colours of Scout Motor Services.

I have always lived in the Rossendale Valley, so I remember the buses well, having travelled to school on them countless times. Alan is quite correct, Rawtenstall and Haslingden Corporations did merge their bus operations on 1st April 1968, to become the Rossendale Joint Transport Committee, forming a fleet of around 53 buses.

A short time later the Haslingden garage in John Street was closed and Haslingden's attractive blue and cream livery gave way to the crimson and cream colours previously used by Rawtenstall Corporation, but incorporating both coats of arms. Alan comments that the combined operation now glorifies in the name 'Ross' (Sorry, my mistake, slip of a finger on the keyboard - Ed) but it's actually 'Rosso' (I see them



every day) but what's an odd 'O' between fellow enthusiasts!



Some years ago, I took an old Dinky Toys No 290 double decker bus, made between 1957 and 1963, and turned it into a model of Haslingden No 11, PTF 208, a 1953 Leyland PD2/12 with a 56-seat Leyland body.

The real bus was one of three similar vehicles numbered 9 to 11 and it passed to Rossendale Joint Transport in April 1968 as its No 14. It was withdrawn in 1973 and was sold to a breaker in Barnsley.

I have attached a couple of photographs of the model as it would have appeared in Rawtenstall town centre in 1965. It's not a particularly accurate representation of the real thing (but neither was the Dinky toy!) however I think it conveys the character of No 11 reasonably well.

Graham Dungworth, via e-mail

FOWLER MARATHON

In the August issue of Vintage Roadscene, in the article by Malcolm Bates, he mentions a Fowler Marathon diesel lorry. At the end of World War II, when I was about eight years old, 'Church's Fair' came to the 'rec' in the village of Marsden, where I was born and still live. They came every year and I remember they had a lorry which had traction engine wheels at the rear but, instead of a boiler, it had a diesel engine. After 70 years, I can't furnish any more details, but I would love to know if anyone can provide any information or possibly a picture of this beast.

When I was transport manager of Fisher Firth & Co of Marsden, West Yorkshire, we bought an ERF 'A' Series 20 ft

flat, with Gardner 100 engine, WYB 382H, from Showerings of Shepton Mallet. I would love to know if this lorry or any other Showerings ERFs have survived for preservation. I have two photographs of this vehicle, which we sold to a local potato merchant.

Paul France, Marsden

I'm not sure about your ERF, but several ex-Showerings vehicles have survived in preservation, although not in their original livery, so maybe it's still about. With reference to the Fowler Marathon, Malcolm is including a picture of what I believe is this vehicle in the next Road Haulage Archive issue, 'The Rare Ones', but if anybody has a picture of it in fairground use, we'd all love to see it.

HEAVY HAULAGE MEMORIES – A TRIP WITH DAD

First I must say Congratulations on Another Haulage Archive Special (or if you bought it from Tesco, 'Transport Special' for some reason).

Heavy Haulage is a fascinating subject to cover, From the general haulage operators, who had just the single low-loader trailer, right up to the 'big boys', such as Wynn's, Sunters and, of course, Pickfords.

I was surprised to see the two pictures of 'Hallett Silbermann' vehicles on page 19, which were taken at APV Ltd of Crawley.

APV, originally known as Aluminium Plant and Vessel Company when it was first established, specialised in fabrication and machinery for food, dairy, brewing and chemical industries, mostly in stainless steel, from the early 1950s onward.

APV also made tanks for road vehicles. Some of their very early work for road vehicles was in collaboration with Scammell Lorries of London.

Most of my family worked for APV, indeed my father was a lorry driver for the company for a number of years, and I myself served my fitter's apprenticeship with them in the foundry.

So back to the heavy haulage that emanated from APV, Crawley. As a youngster of about 10 years old, I can remember Hallett Silbermann loading a large milk storage silo. This was on a very long semi-low loader trailer, pulled by a Commer with the distinctive sound of the TS3 engine. The other thing I remember was that the trailer had some very 'iffy' tyres fitted, two of which were bald, with one showing the canvas!

Other heavy hauliers included Pickfords which, in the late 1960s and early '70s, transported approximately nine huge beer storage silos from Crawley to the Whitbread Brewery in Luton (now sadly gone). When installed on site, these silos could be seen from the M1 motorway, as you travelled north.

The silos were slung between two bogies, using a special frame, and were towed by either a Scammell Contractor or Constructor on each occasion, depending on which tractor was available. They had to take a circuitous route, heading south from Crawley and then cutting across country, because they would not fit under the terminal building at Gatwick Airport.

Other less weighty indivisible loads were handled by Pickfords' Bedford TK units.

Another well known heavy haulier was Wynn's. This company was contracted to

deliver a number of special process vessels to the docks. These vessels had two large packs of radiating heating panels inside, which added quite a bit of extra weight.

I decided that I would go home in my lunch break, to get my camera so I could photograph the loading of these vessels. Imagine my disappointment, when I returned to find that they had loaded and left site when I returned an hour later. Evidently they had used hydraulic trailers, so they simply backed under the vessel, lifted the suspension and drove out of the workshop area and secured the load on the road at the rear of the works.

My dad carried a few wide loads, nothing major really, just something that required marker boards front and rear, and on one occasion he required a police escort because of its width. I went with him on many occasions and remember the police escort time.

We had a domed end for a milk storage silo, for delivery to Alfreton, Derbyshire. From Crawley, our route was A23 north, Redhill, Purley Way, Streatham Common, and then pick up the South Circular road, over Kew Bridge, onto the North Circular and round to the A1 and up the A1 to Bignalls Corner for an overnight stay.

After a 'dodgy night out' (that was, claim the night out money, but public transport home for the night – we lived in South London at the time), we re-started at 09.00 the next morning, with the police escorting us as far as the M10, then we were on our own on the M10 - M1 north, with strict instructions to contact Derbyshire Police when we left the motorway.

When we came off the motorway, dad stopped to phone the local police, who said wait for a traffic car, so we did. Now where we had parked was actually a lay-by with a bus stop and, of course, every bus that came along wanted to stop at this stop! We waited over an hour for an escort, but all we got was a very irate bus inspector, who tried to move us on.

Dad phoned the police again and explained the situation. He also told a little white lie about being out of hours very soon. The police's answer was to continue cautiously without escort, as it was only a few miles to the delivery address.

We did this and, along the two lane road, we must have met every bus and coal tipper in Derbyshire, coming the other way, which meant both us and them having to get as far left as we could, so as to pass safely.

Anyway, enough from me, as I could write for ages about going on trips with my dad. Again, thank you for putting together such a great 'bookazine'; I look forward to Volume Two of 'Heavy Haulage' (there must be lots more photos you could publish) and, of course, more in the 'Archive' series.

Stuart Wilson, via e-mail

Thank you for your kind words, Stuart, and some great memories, especially the trip to Derbyshire with your dad. I'm sure everybody would be most interested to read more, if you feel the urge to share more stories like these with us...

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There is also a story that I have read and heard of the time that Elliotts of York moved a beer fermentation vessels for APV. The vessel was shaped like a double-sized ISO container, and was very wide and high. I think it was pulled by either a Thames Trader or Ford D series tractor unit. The story is that, on the journey north, the vehicle had some kind of mishap with a tree and that the cab was badly damaged, but the crew soldiered on and arrived at the delivery point with a cabriolet-style cab!

Other local hauliers were used for more mundane wide loads, using platform or low-loader vehicles. These companies included A W Dunn, Horley Road Services, J R Matthews, L V May's, together with APV's own fleet of vehicles and contract haulier, T J Marling of Wandsworth (eventually bought out by APV, and this is the company my dad worked for originally).

AUTUMN TRACTOR WORLD SHOW

NEW AUTUMN EVENT

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1/2 mile from M4 Jn 13/A34 roundabout.

8th & 9th
October 2016

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TRUCKING

BMC MODEL DESIGNATIONS

The article on the Creedy Valley Cider dray in September's issue and items elsewhere in the magazine highlight the confusion regarding BMC model designations. WE and FE are not direct translations of 303 and 503, as shown on the cover of the brochure. I don't pretend to understand all BMC designations, but I think the following should clarify the picture, as far as these particular vehicles are concerned.

At the formation of BMC, by the merger of Austin and the Nuffield Organisation, Austin's lorry production was the 'Loadstar' K4 Series II 5-tonner and K2 Series II 2-tonner. The new models introduced by BMC in 1955 were basically updated versions of these and were known as Series III.

The engine, including a new BMC diesel option, was moved forward under a longer bonnet, to make more room in the cab and there was a new constant-mesh gearbox in place of the earlier sliding-mesh unit.

A forward control version had a cab made by the Willenhall Motor Radiator Co, as used previously on the last Morris-Commercial FV models; this cab also appeared on ERF, Guy Goliath/Invincible and some Dennis Centaurs.

BMC called the forward control cab FE and the normal control WE. Chassis designations were 503 (5 ton, series III) and 303 (2-3 ton, series III). There was no differentiation between normal control and forward control, other than having the letters nc or fc following the number. Austin and Morris-badged lorries had different radiator grilles, but were all built by Austin. A 7-tonner had yet another different grille with chrome surround; this was initially badged BMC and given the designation 701 which, I assume, meant 7 ton



series I, there not having been a 7-tonner before.

In 1958, a new cab, designated FF with a one-piece curved windscreen, replaced the FE on forward-control 5 and 7 ton models, which then became 504 and 702 respectively. The following year, a new range of smaller models was introduced with a distinctive cab, known as FG, which had angled rearward-opening doors; the 30 cwt was S200, 2 ton: T200, 3 ton: 304 and 4 ton: 404.

By 1962, when BMC truck production was transferred from Longbridge to Bathgate, the cab type became part of the chassis designation of all models, for example, the 304 became FGK60 (K = BMC Scotland, 60 cwt payload), 504 became FFK100 and 503 nc became WEK100; the FE cab had been discontinued some four years earlier, so there was never an FE chassis model.

Moving on to heavier things, the picture in the middle of page 23 is a Leyland Buffalo; this had a 15.2 litre Leyland-Albion EN900 engine, and can readily be identified by the longer bonnet with three louvres each side, against the two of the

Super Hippo. Whereas the Super Hippo had a production run of over 20 years, the Buffalo was less successful, only lasting from 1958 to 1960.

We all get things wrong, but hopefully not as wrong as those who compiled the Driver's Handbook for the Morris-Commercial series III. The vehicle in the picture looks remarkably like a normal-control Austin; still, they got the 5 ton LWB right!

Yes, it's only the grille panel, but it also says forward control! The lorry illustrated would be a 503 and the cab is a WE. From 1962, a similar vehicle would be called WE.K100.

The lorries illustrated in the magazine, WFJ 42 and SOG 479, are also 503. If TOG 748 is a 3-tonner it is 303, if a 4-tonner it would be 403; 3 and 4-tonners have 6-stud wheels.

Bruce MacPhee, via e-mail

Thanks Bruce, that points us in the right direction with the different models from BMC, but it's still very confusing – and there are other companies' products which are even more difficult to identify!

LANCASTER CORPORATION MEMORIES

May I correct a statement in the caption to photo number 1 in relation to the Utility Guy Arab in the background in the article in issue 199. This bus was one of two re-bodied by Guy Motors in

1951, not Park Royal. This mistake about Guy bodies is thanks to the PSV Circle giving incorrect information in its publications.

It has been assumed that, as Park Royal numbered frames in the same series as complete bodies, that all Guy did was to paint and letter them! This is far from the truth. The framework, although an important part of body, only represents a small part of the material and cost of the complete body. The transfer on the completed body read 'Bodywork by Guy Motors Ltd using Park Royal frame.'

I remember these buses coming back to Guys. They were FTC 317, an Arab Mk 1, and FTD 727, which received Guy double-deck bodies, numbered 195 and 194 respectively. I remember them both very well, particularly FTC 317, as I learned a painful lesson, when taking it into the bodyshop for the old body to be removed. When I got into the cab, I noticed the gear lever had a black knob, indicating it had the original gearbox with 3rd and 4th gear positions away from the driver. When I changed into 3rd gear, I trapped the fleshy part of my left hand against the body side, teaching me to learn a different way of holding the gear knob when driving the pre-1945 buses.

Robin Hannay, Stratford-upon-Avon

DUBLIN DETAILS

The article on CIE and Guinness lorries in Dublin was excellent with really wonderful photographs, well done! I would like to make three comments if I may. The cabs on the 'AO' class AEC lorries were indeed built locally, at the giant Spa Road Works in Inchicore, originally a Dublin United Tramway facility. The Gaelic (Irish) inscription on the building in Little Bray, means 'Dublin and Wicklow Inn' or 'small hotel'. Little Bray is on the Wicklow/Dublin county boundary. Lastly, a very minor point, the bus following the 'A' Class around the corner is not a Titan, but one of

the six very rare Daimler CWD6s, built by CIE at Spa Road in 1946, which lasted in service until 1954/5 when their bodies were lengthened and fitted to Leyland PD2 'Special' chassis, becoming R575-R580.

Looking forward to more photographs from this wonderful collection.

John Curran, Dublin

Thanks for the extra information, most welcome, but I can see I'm going to have to be very careful with the bus pictures next month...

DIAMOND T WRECKERS

With relation to Vintage Roadscene, issue 202 September 2016, pages 43/44, and your description of both supposed Diamond T 969 wreckers, these are in fact both Diamond T 980/981 tank transporter tractors, with modified wrecker bodies added.

I have enclosed a picture of a 1/43 scale model of a Diamond 969 6x6 wrecker, in French fire service livery, as issued in France as part of an emergency series. As you can see the front end of the body is completely different from your pictures.

I have recently re-subscribed to VRS after some years absence, content as ever remains as good as past.

Ray Young, via e-mail



I have a few comments on the identification of vehicles in 'Upcycling Part 3'. On page 43, the diamond T is not a 969, which is a 6x6, this one is a 980 6x4, while the recovery kit and bodywork are Dial Holmes 750.

On page 44, the Diamond T is again not a 969, but a 981 model, with a recovery crane by Gar Wood, identified by the flat lattice jibs. The French Chevrolet CMP is a C605, with Holmes recovery crane, as fitted in production, although some of these were fitted with Gar Wood gear.

On page 45, the Harkness diamond T is a 981, identified by the rollers in the front bumper for winching from the front. The two 'T's at the bottom of the page are 981s, the Morris-Commercial cab change was quite a common conversion from the 'rag top'.

Hope you don't mind the comments. I have the magazine on subscription now, so I don't miss it.

John Burley, Redcar.

HAULIERS IN NORTHERN IRELAND

I have just received the September issue, and was pleasantly surprised to see two

photographs of a Diamond T heavy tractor in the colours of Harkness of Belfast on page 45.

Harkness was a well-known haulage firm, which operated in and around Belfast, Northern Ireland, up to the early 1970s. As a boy in the 1960s, I remember seeing their horse-drawn drays, travelling across the Queen's Bridge over the River Lagan, mainly working to and from the Harland and Wolff shipyard, I believe. The company also operated a fleet of motor lorries of various types, including a pair of Diamond Ts used for heavy haulage.

The Harkness motor garage and yard were situated near the junction of Short Strand and Newtownards Road in Belfast which was then, and indeed still is, a so called flashpoint area, prone to periodic disturbances and rioting, despite extensive redevelopment, which has left the area virtually unrecognisable today.

Back in August 1971, on the introduction of internment by the British Government, Northern Ireland was subject to widespread rioting and civil disturbance, and because of the location of the Harkness premises, they were attacked, with a number of vehicles, including the

two Diamond Ts being driven away to be used as barricades. Some of the vehicles were destroyed and others damaged to various degrees.

The sister vehicle to the one pictured, which had a canvas cab roof, was set on fire and the cab area was destroyed. Subsequent to the area being brought under control, attempts were made to recover the damaged vehicles, including the Diamond T. Surprisingly, despite the extensive damage to the vehicle, which included a ruptured fuel tank, the vehicle was able to be started and driven back to the yard under its own power. I believe it was subsequently repaired and returned to service. I wonder if it still exists?

Interesting times, indeed. I wonder if any other readers have recollections and pictures of the Northern Ireland transport scene in the 1950s and '60s they would be prepared to share?

Brian Connolly, Craigavon

Does anybody else have pictures or memories of Harkness or any other companies which were part of the Belfast and Northern Irish transport scene. We'd love to hear from you...

MORE ON DAKINS REMOVALS

Still regarding the bonneted Seddon lorry previously mentioned, along with Dakins Removals of Nottingham, I was told by some of the company's crew members in the early 1960s that this lorry had been involved in a serious accident near Leicester in the late 1950s.

Apparently, the driver, a popular man but known as being a bit 'mad-headed' had been in the early stages of a night run to London, and had managed to turn his fully-laden lorry onto its side, coming close to being killed, when the batteries, fitted in the cab of that model, very narrowly missed his head when they came adrift. There must have been substantial damage done to the lorry and perhaps this was why it was sold to Winston Cook.

Dakins Removals had formerly been Dakins Bros, mineral waters manufacturers, of Lenton, Nottingham (a bit of a change in direction - Ed) and, from the railway bridge on Derby Road, could clearly be seen, as late as the 1970s, the words 'Dakins Bros', signwritten in very large letters on a large building roof.

David Willcombe, Nottingham



THAT MORRIS FIRE ENGINE AND SCAMMELL



In the August issue of Vintage Roadscene on page 7 there was a Morris fire engine. You are right, it does still survive. It was at Snibston Discovery Centre at Coalville, Leicestershire, when I made a visit to the museum before it closed, and took a picture of it. I had to sign a form to say I would not use any photos taken that day, but as the museum is sadly now closed, I see no reason not to publish it. Can anybody tell us where it is now?

The Wrekin Roadways Scammell Highwayman, WUJ 450, is also still around, after fairground use and some time registered in The Netherlands, and appears at various rallies these days, as seen here at the Bedford rally a few years ago.

Barry Fenn, Telford



LEONARD SHELLEY (1948-2016)

Vintage Roadscene reader, Leonard Shelley had his final journey to Chichester Crematorium on Vintage Lorry Funerals' 1950 Leyland Beaver.

Len was born in Battersea and he often used to joke that his birthplace was halfway between the Power Station and the Dogs' Home. He didn't go to school if he could help it, having a Milk Round and a job digging graves when he was 14 years old. Len's first full-time job was working in the Parts Warehouse of A & N Garage at Yeovil and he continued to be a Parts Man, when he moved to Hartswells at Kidlington.

A change in his personal circumstances caused Len to move back to his parents' home in Bosham, near Chichester. He then got a driving job with Securicor and some of the interesting cargos he carried were gold bullion and human body part parts, including kidneys, which involved international journeys on a tight timescale in the late 1960s.

Len went to work for USG, the Vauxhall Dealer in Portsmouth, delivering car parts in a van to garages along the south coast.

Around this time Len married Pat and started a family, with Victoria, their only child, being born in 1981. By then Len was delivering car parts for T & S in Chichester. With money being tight, Len took a weekend driving job delivering kit cars throughout Britain for B C Haulage, he even went to Scotland on one occasion. Frank at B C Haulage also introduced Len to Clifford Smith, who had a packaging business from a building on the Ford Airfield, near Littlehampton. Len and Pat were able to undertake some part-time shifts to supplement their earnings.

Sadly, within a short space of time, Clifford passed away and his wife didn't want to run the business, so Len and Pat offered to buy it from her. So for the next five years, they employed between six and eight people, including a 13 year old Victoria, with Len

making deliveries to outlets such as Philips Lighting.

In the 1990s, Len had his own car parts shop in Bognor Regis and when this closed he joined Tesco as a 'Dot Com' driver, undertaking home deliveries from the Chichester store. However, this came to an end, when Len attempted to lift a heavy tote box and damaged the ligaments in his shoulder.

From January 2010, Len spent over 12 months with British Car Auctions, delivering and collecting cars all over Britain, including the Isle of Wight. His final job was delivering for Westbourne Bakery to restaurants, pubs, schools and cafes, including the Southbourne Farm Shop, where the 1950 Leyland Beaver was parked before the funeral.

Len had gone from job to job with the sole intention of putting food on the table and doing the best for his family. His pride and joy was his Land Rover and this was so important to him that his family commissioned a 3D Floral Tribute which was a replica of MSU 818. Len is deeply missed by his wife Pat, their Daughter Victoria, family and friends.

If you want to know more about the activities of the 1950 Leyland Beaver then visit [www.vintagelorryfunerals.co.uk](http://vintagelorryfunerals.co.uk) or ring David Hall on 01225 865346



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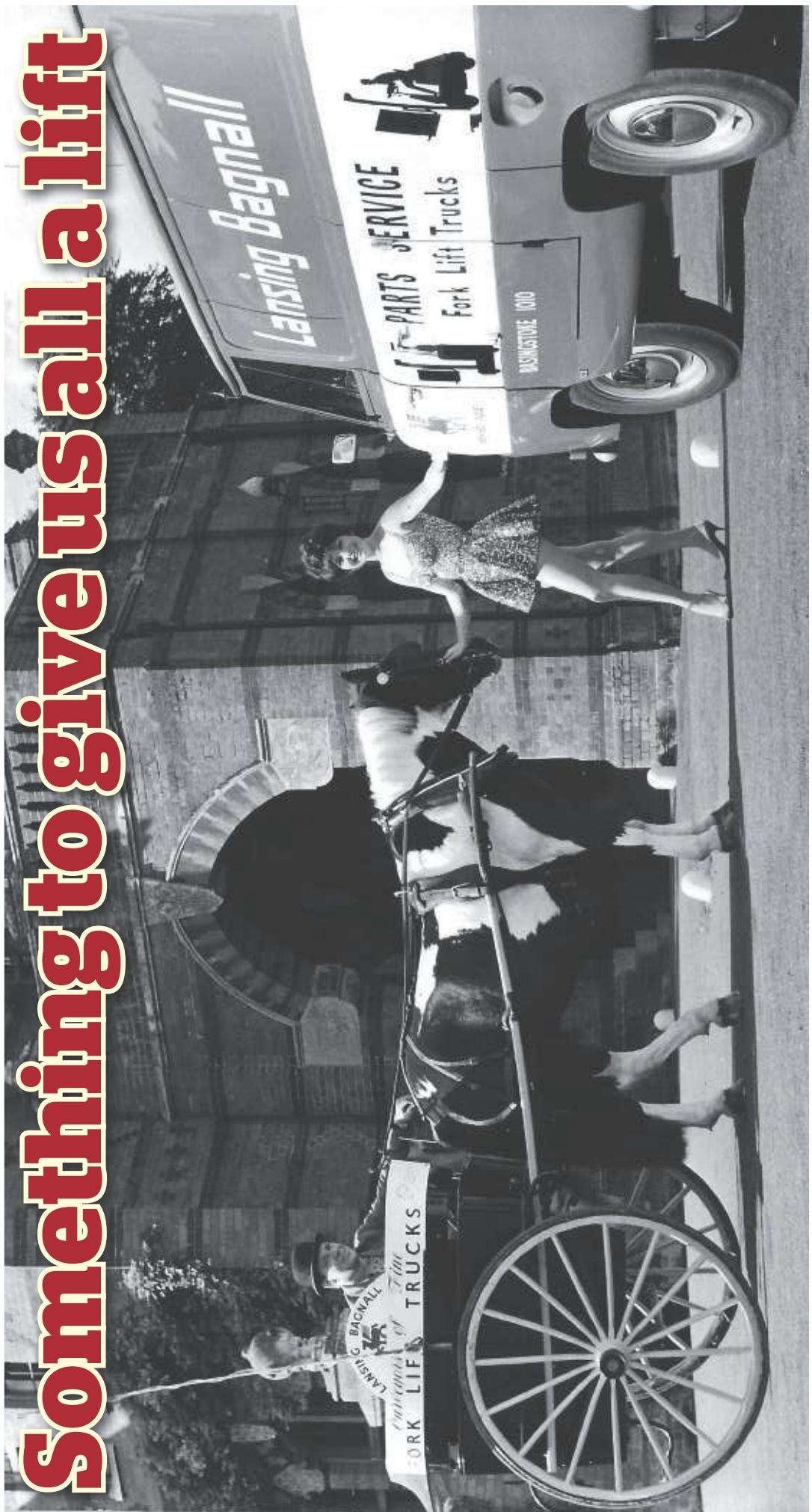
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Something to give us all a lift



Here's a lovely picture from the early to mid-1960s of a pony and trap, a Ford 400E van, a stately home, oh, and a pretty girl. Just what she, or the pony for that matter, had to do with Lansing Bagnall Fork-lift trucks is a matter for conjecture, but the lady - who would probably be a pensioner by now - certainly doesn't spoil the picture. It might not be all that PC, but it's certainly by no means unpleasant... This is another picture donated to us by Keith

Roberts, who worked for Lansing Bagnall for over eight years. The publicity shot, which harks back to more innocent days (or were they?), was probably taken, he thinks, at Elvetham Hall, Hartley Wintney, Hampshire, which was owned by the company at the time. The 'period-style' wording, 'Lansing Bagnall Purveyors of Fine Fork Lift Trucks' on the side of the trap was a nice touch.

The Ford 400E van, with its side-loading door, decked out in the Basingstoke-based company's

smart red and white livery – unusually complete with rear mudflaps, to try and keep those lower panels nice, although they had a dreadful tendency to rust away before your very eyes – would have been kept busy, supplying spares to various agents and dealerships around the country.

This was a time when companies not only provided a high level of service to their customers, but liked to be seen doing so. Putting a parcel on one of the overnight services, as

would be done these days, though probably more efficient – and quick as well – was just not the way things were done.

Wouldn't it be nice if the pretty lady were to see her picture and get in touch, and it turns out she was the driver of the van (more suitably attired for the day job, of course). After all, there's quite a tradition for motor trade spares vans to be driven by ladies, isn't there? And we've had some great stories in letters in previous issues from one of them, haven't we?

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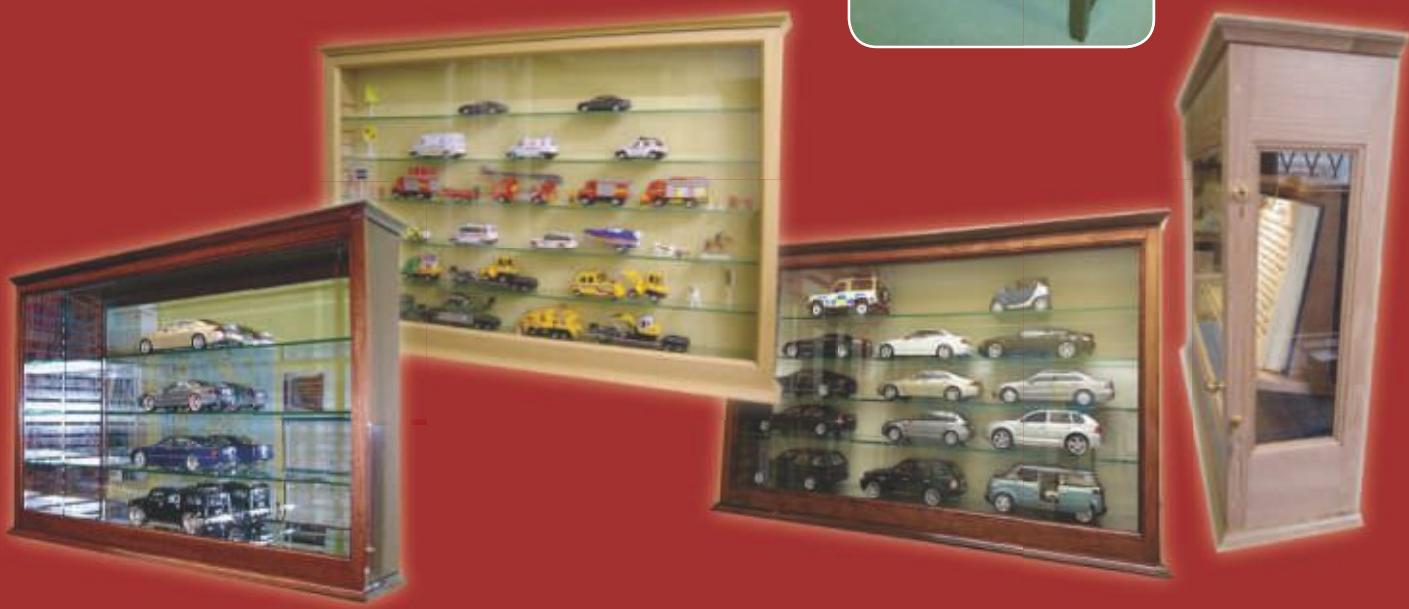
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